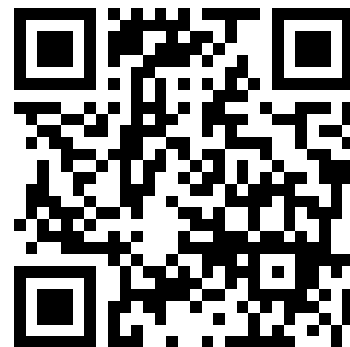

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DEDICATED TO
THE OFFICERS, NON-COMMISSIONED OFFICERS AND MEN
OF THE
3rd Battalion, The Leicestershire Regiment,
IN MEMORY OF
THE PLEASANT AND EVENTFUL FIVE YEARS DURING WHICH THE WRITER SERVED AS
THEIR ADJUTANT.

R.R.: Milton
Leicester

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PREFACE.

THE following little account of the experiences of the 3rd Leicestershire Regiment, from the day it was embodied in 1902 until its return from South Africa, is not intended to be exhaustive, but only to serve as an *Aide Memoire* to facts and dates.

In very few instances have names been mentioned, or the sayings and doings of any individuals recorded, except when I considered the topic or allusion sufficiently important, interesting, or amusing, to warrant a departure from the general rule. If anyone feels that any particular adventure in which he himself took part was more worthy of record than many of those which have found a place herein, he will, I hope, console himself with the reflection that, if he has suffered neglect at my hands, he at least suffers in good company. My intention, however, has been merely to give a general sketch of our experiences as a Battalion, leaving every one at liberty to supply what details he pleases when describing his own share in them to his sisters, his cousins and his aunts, and

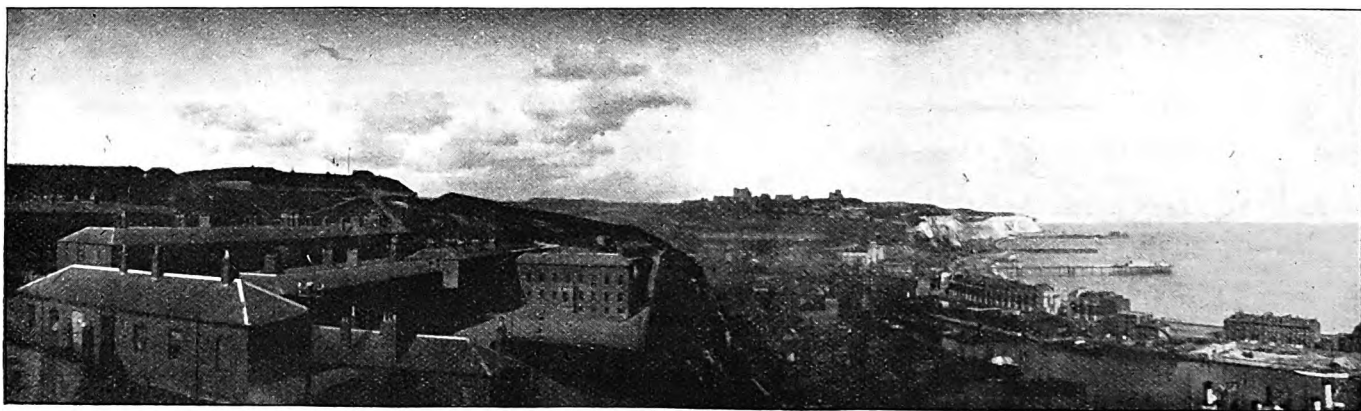
thus allowing more latitude and scope to individual talent, than would have been the case had I attempted to make my account more complete.

I am much indebted to all those Officers and Non-Commissioned Officers who, during our voyage home, assisted me in the preparation of this little book, and without whose aid I could hardly have managed it at all. I trust they will accept my best thanks for all the help they gave me, both individually and collectively, and forgive me for only thanking them in these general terms.

G. H. P. B.

GLEN PARVA BARRACKS,
LEICESTER,

20TH OCTOBER, 1902.



DOVER from above the Shaft Barracks.

The Leicestershire Militia in South Africa.



.....
DURING the Boer War, which dragged its weary length along from 9th October, 1899, to 31st May, 1902, the Leicestershire Militia (3rd Battalion, the Leicestershire Regiment) was twice embodied, and each time did it volunteer for Active Service. The first of these occasions was in 1900, when the Battalion was quartered at the Curragh, from 20th February to 5th December, and from whence it sent out a draft of 127 of its Militia Reservists to swell the ranks of the 1st Battalion, which bore the burden and heat of the Campaign from the day that the first shot was fired at Dundee until the final conclusion of peace.

This first offer of the Battalion to fight for its Queen and Country was not, however, accepted; it being then believed—as on many former and subsequent occasions—that the war was nearly over.

**FEBRUARY
24TH.**

But time went on ; the Boer resistance still continued ; Militia Battalions which had already been sent out were required to be relieved, and, on 4th February, 1902, the order came for the Battalion once more to embody at Glen Parva Barracks, Leicester, on the 24th *idem*, and to proceed the same day to Dover.

From 7 o'clock in the morning, therefore, of the day in question, until well into the afternoon, a constant flow of men passed through the barrack gates up to the hospital for medical inspection, back to the armoury to receive their clothing, their kits, their equipment and their arms, until, by 5 o'clock in the evening, a complete Battalion had been added to the fighting force of the country as though it had risen from the bowels of the earth.

**FEBRUARY
25TH.**

Soon after 7 p.m. the Regiment started in two trains, at an interval of about half-an-hour, from Glen Parva Station, *via* L. & N. W. Railway-line, for Dover, where they arrived at about 12.15 a.m. and 2 a.m., respectively, on the morning of the 25th. It was, of course, pitch-dark and raining hard, but the 10th Provisional Battalion had, with great kindness, sent fatigue-parties to unload the heavy baggage from the train, thus reducing the labours of our men very considerably. They also sent their Band and Drums to play us in, which helped to make our weary feet



LAS PALMAS.

**FEBRUARY
27TH.**

lighter and more springy as we tramped up the long hill, through the darkness and rain, until we finally found ourselves inside the Citadel Barracks, which were to be our quarters.

On 27th February the official ceremony of asking the men on parade whether or no they voluntarily offered their services to the Government, was gone through; after which the remainder of our time at Dover was busily employed in preparations for departure and in frequent medical inspections, at which several of those who were most anxious to go were cast as "unfit." We were rather inclined at that time to be supercilious about the extent to which the doctors insisted upon everyone's having a good set of teeth, but we understood it better later on, when endeavouring to force our grinders through a piece of trek-ox or ration biscuit.

Meanwhile the friends and well-wishers of the Regiment subscribed a handsome sum for the purchase of comforts for the men, which was forwarded to us by Lieut.-Col. W. A. Peake, *D.S.O.*, of the Leicestershire Yeomanry, who interested himself greatly on our behalf. His Grace the Duke of Rutland, Colonel of the Regiment, together with the Marquis of Granby, (the Lord Lieutenant of the County,) presented pipes and tobacco for the whole Battalion which were, however, at our request, not sent out until later. And finally, a

very old friend of the Regiment's, Mr. W. Preston, who had in former years been a Sergeant on the old Permanent Staff, also collected a sum of money for the men which, like the first, was principally expended in supplying them with pipes and tobacco before starting.

MARCH 17TH.

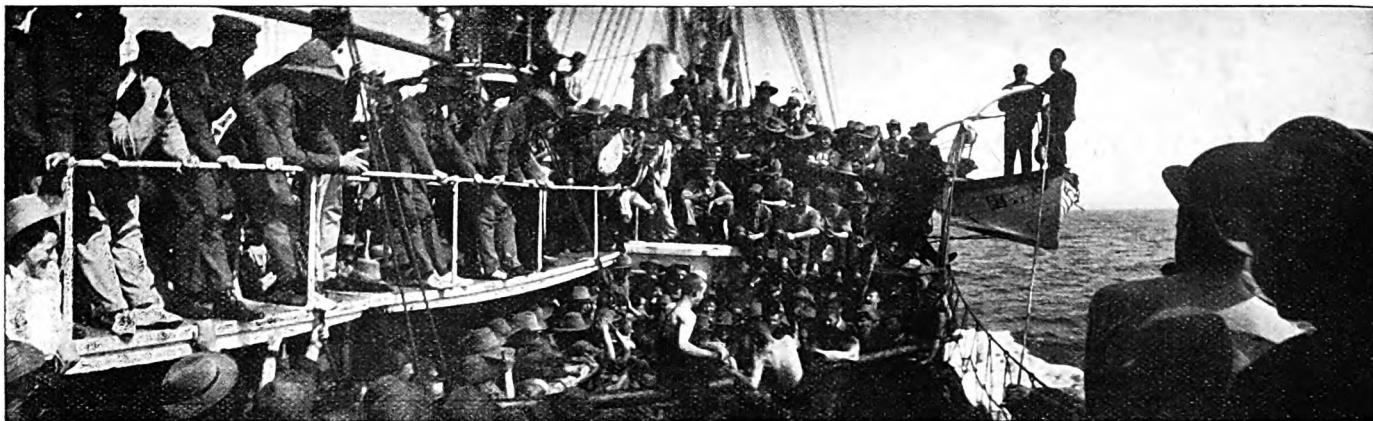
On 17th March the Marquis of Granby came and inspected us, both on his own behalf as Lord Lieutenant of Leicestershire, and on that of his father, the Duke, who always takes the warmest interest in his Regiment; and on the 24th the Battalion was finally inspected by Major-Gen. H. Hallam Parr, *C.B.*, *C.M.G.*, Commanding the South Eastern District, who pronounced himself greatly pleased with its appearance.

MARCH 24TH.

MARCH 26TH.

At 7.10 a.m. on the 26th the Battalion entrained at the Town Station and proceeded to Southampton, where Lord Granby again met us to bid us good-bye and where, without noise, without confusion and without trouble, under the excellent supervision of Col. Stackpole and those associated with him, the Regiment embarked on the *s.s. Britannic* (Capt. Hayes) of the White Star Line and sailed at about 5.15 p.m. that same evening.

The first few days of the voyage were by no means as calm as could have been desired, but nearly everybody had got over their sea-sickness before the vessel arrived at Las Palmas, which she did



Sports on board the *s.s. Britannic*.

MARCH 31st.

on the morning of Monday, 31st. The appearance of the Island of Grand Canaria was distinctly disappointing to those of us who had rather expected to be reminded of Maderia. The shore did not look particularly interesting nor the hills either lofty or bold; but away beyond them in the distance could be dimly seen the Peak of Teneriffe reaching up into the clouds. Only the Officers were allowed to land, but they found little to do or to see or even to buy, in the way of what the Sergeant-Major calls "Curios," unless a couple of small monkeys, which were purchased by two of the young Officers for, I presume, *offensive* operations, can be considered as coming into that category. In fact, with the exception of the general appearance of the town—which is half-Eastern, half-Spanish—there was little to make landing worth the trouble, save that one thereby escaped the coal-dust, a consideration, however, which was alone quite sufficient inducement.

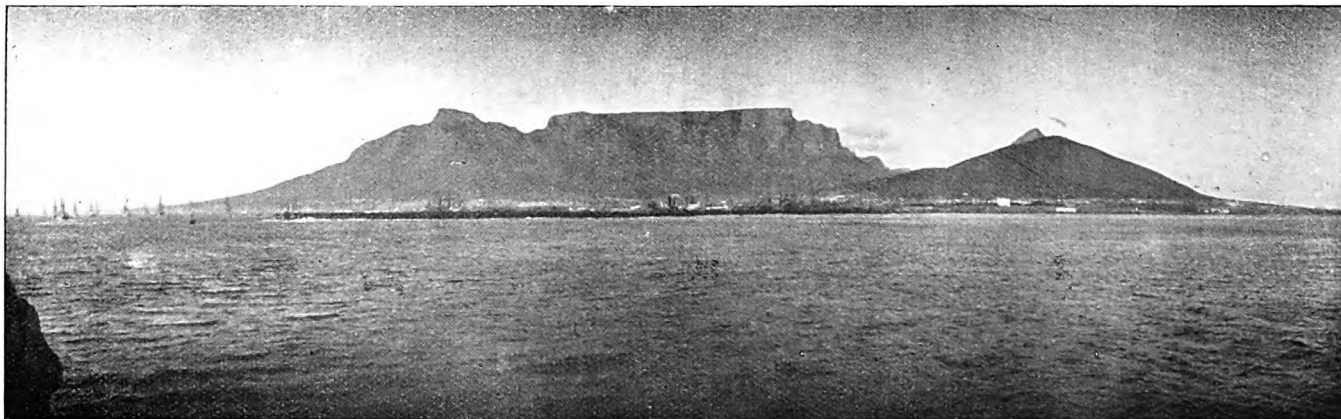
At about 6 o'clock in the evening we weighed anchor, and were soon once more out at sea.

Next day a poor fellow belonging to the "Cape Town Highlanders," who had been in England and was returning as an Indulgence Passenger, died, and we buried him at midnight,—a weird, impressive little ceremony, rendered all the more so by its

absolute simplicity, and the sense of vastness and infinity which surrounded the little assembly forming the funeral party that quietly and reverently consigned the body to the deep and the soul to the loving mercy of the God who gave it.

APRIL 4TH.

The weather after leaving Las Palmas and throughout the remainder of the voyage was nearly everything that could be wished, and we settled ourselves down to relieve the monotony as best we might by "Sing-songs" and other amusements, in the getting-up of which Major Nicholson, R.A., proved himself a real champion. Capt. Hayes and his Officers not only gave us every assistance in these matters, but took the initiative in providing fun and devising schemes, which caused the time to pass most pleasantly. The 3rd and 4th April were devoted to Athletic Sports, in which the most amusing event was undoubtedly the "Military Tournament." Two men, each armed with a kind of pillow, sit facing one-another astride a well-greased spar, below which is a sail-bath full of water. The object is, of course, to knock your opponent off the spar into the water and, if you hit him, he is pretty well bound to go; if you miss him you are equally certain to "go" yourself; but there is a third possibility,—namely, that you both tumble in together before striking a blow and this is, perhaps, the most likely contingency of all.



CAPE TOWN and TABLE MOUNTAIN.

On the evening of the 4th, also, it was reported to the Captain that Father Neptune had come alongside and desired to be taken on board, as we were now approaching his Equatorial Dominions, across which no one is allowed to pass until he has acknowledged that Marine Monarch's rightful rule and received the necessary passport. The Captain, being a wise man and anxious to avoid storm and shipwreck, readily gave his consent, and in a few moments Neptune, with his wife and his retainers, had been ushered into our presence and introduced to a few of the principal of his new subjects. After a brief speech in which he notified his intention of holding a Court on the following day they all again disappeared into the darkness having, I understand, been provided with accommodation on board for the night.

APRIL 5TH.

Next day we were again summoned into their presence. Neptune and his wife sat upon two thrones, from whence they superintended the mystic rites of initiation. Each candidate for naturalisation into his dominions was brought up before the King individually, commencing with the Officers, and after having been carefully examined by the Court Physician, was passed on to the tender mercies of the Royal Barbers who lathered him all over, shaved him with razors about as big as scythes and then upset him

backwards into a large sail-bath where he was immediately seized upon by half-a-dozen marine monsters, splashed, ducked, buffeted and finally painted nearly black; after which he was allowed to depart in peace.*

That same night we crossed the Equator.

APRIL 9TH.

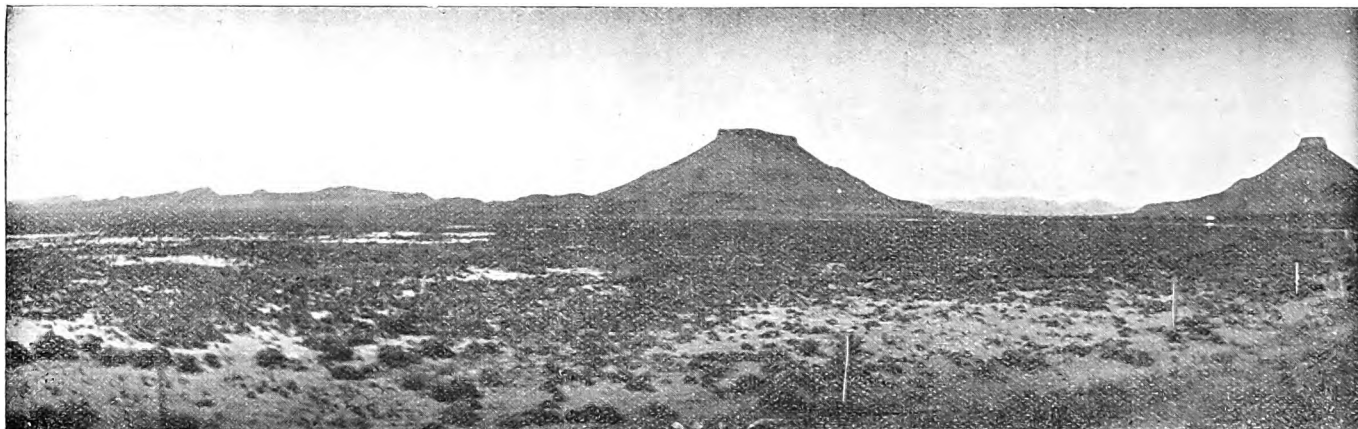
On the 9th the Officers held a Fancy Dress Ball which was pronounced an enormous success, and certainly many of the costumes bespoke great ingenuity on the part of all concerned, especially considering that we were proceeding on active service and had little with us in the way of clothes, except such as were necessary for campaigning purposes.

Another night we had a grand Concert to the success of which Mrs. H. largely contributed, both as a charming singer and also as a sort of general accompanist to most of the performers. Indeed this pretty lady's talents and good-nature contributed very largely to the pleasure of the voyage and helped to make things skip.

APRIL 13TH.

On the evening of 13th April we dropped anchor in Table Bay and went alongside the wharf next morning. Unfortunately the

* NOTE.—Of course no one was *obliged* to undergo this operation but most of the young Officers and many of the men voluntarily submitted to it purely for the fun of the thing; and although they had a good rough-and-tumble, nothing was done that could possibly hurt anybody.



Hills near THEBUS.

Colonel, Lord Braye, who had been for some time far from well, became worse during the voyage and had not only to go on the sick-list but to remain in hospital at Cape Town and, eventually, be invalided home. His duties therefore devolved upon Major and Hon. Lieut.-Col. Humfrey who commanded the Battalion during the whole time it was in South Africa, and whose energy and care for its welfare knew no bounds.

APRIL 14TH.

And now, from the very start, began that miserable splitting-up of the Battalion into small Detachments which may, no doubt, have been unavoidable and was by no means confined to ourselves but which, nevertheless, was most annoying and disappointing. Two Companies, F and G, supplemented by some 20 other men, disembarked first and started by train about 6 p.m. The remainder of the Battalion followed at about 10 p.m. but only to be again split up into more small detachments a few days later, so that it will be necessary to follow the adventures of each of these separately in order to make this little history more or less complete.

HEAD-QUARTERS.

APRIL 14TH.

As I have said, the Head-Quarters with A, B, C, D, E and H Companies left Cape Town by train at about 10 p.m. on the 14th April. The men were, as usual, in open cattle-trucks but the Officers were fortunate in having a carriage provided for them, though on subsequent occasions they also had to travel in open trucks. As a matter of fact, however, this travelling in open trucks is not so bad as it sounds, provided the weather is fine and the trucks are fairly clean,—which they frequently were *not*. No doubt it would be much more trying during the blazing heat of summer but while we were out there the days were, as a rule, just perfect and, if the nights were sometimes cold, one could manage to “stick it” all right by lying pretty close together, as indeed you had to, the trucks being packed just about as full as they would hold. The weather at this time, however, was nothing like as cold as that which we experienced on our subsequent journeys.

Next morning we halted at Triangle for breakfast, and then on again across the vast and desolate Karoo, through Matjesfontein, Victoria West, De Aar, Naauwpoort, Steynsberg and Stormberg until, late in the evening of the 17th, we arrived at Burghersdorp.



KNAPDAAR: Camp and Station.

Two men in each truck were on sentry day and night,—for the whole of the Colony was full of roving bands of rebels and there was no knowing whether we might not be attacked. We halted for meals, usually at a station so as to get hot water for making tea; and we also halted, sometimes for hours together, at a siding or small wayside station, no one knows why; but we subsequently found that this appeared to be part of the system and is probably to be accounted for by the fact that the guards and drivers of the trains are paid by time.

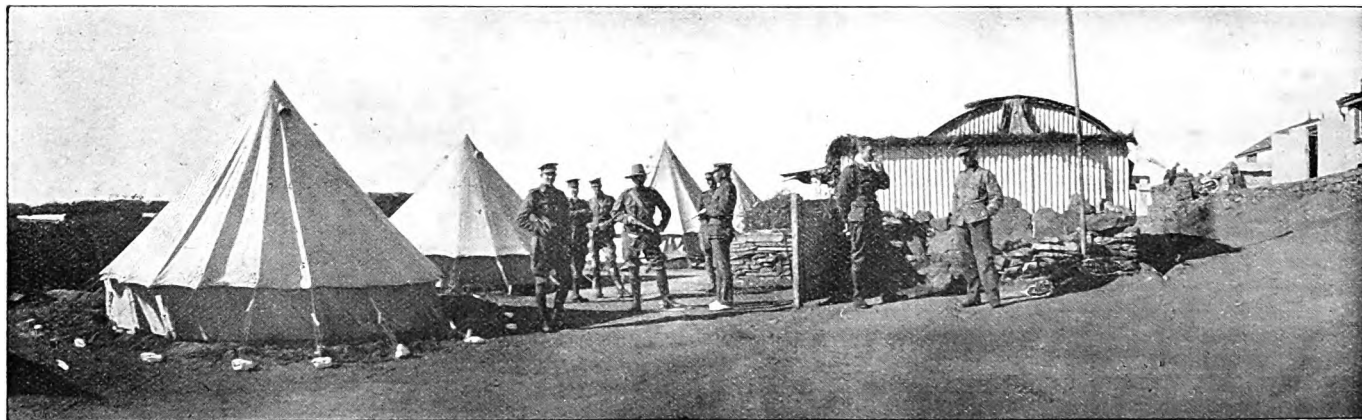
We had been told in Cape Town that Burghersdorp was to be our destination, but when we got there we found it was not so, and that we had to go on further. We remained there that night, however, sleeping in the train, and next morning sent off two Companies, B and D, to Aliwal North and Lemoenfontein, whilst we ourselves (*viz.*, A, C, E and H, with the Head-Quarters) proceeded a little later to occupy a portion of the Blockhouse Line between Burghersdorp and Bethulie Bridge, relieving the 3rd Battalion Yorkshire Regiment, who were under orders for home.

The operation of relieving a Blockhouse Line is one of the longest and most tedious imaginable. The Blockhouses are, on an average, about half-a-mile apart, and the train has to stop at each

one of them in turn,* while the new garrison (consisting, in the present case, of one N. C. O. and six men) gets out and the former garrison gets in. Meanwhile the Government property in charge of the Blockhouse has to be hastily taken over by one from the other, and as much information obtained regarding the Blockhouse and its vicinity as can be done in the time after which the train goes on to the next Blockhouse.

It was, therefore, late in the afternoon when we reached the little wayside station of Knapdaar, where the Head-Quarters of the 3rd Yorkshires were, and our's about to be. But we had still only done half the distance; so, after a brief wait, the train went on its way, putting down and picking up men every few hundred yards, until the whole relief was carried out. The train returned to Knapdaar at about 11.30 p.m. and picked up the remainder of the

* NOTE.—It will, of course, be understood that I am speaking of cases where the Blockhouse Line and the railway line run parallel and close to one another. This was the only kind of Blockhouse Line we ever had anything to do with, though in other parts of the country there were plenty of Blockhouse Lines quite away from any railway line. They formed ring-fences separating the Boer Commandos and restricting the areas over which they could move. The barbed-wire fences combined with the fire from the Blockhouses rendered them practically impenetrable to anything but driven cattle. The rubbish that the papers printed about the impossibility of driving cattle at night is, of course, all bunkum.



KNAPDAAR. the Officers' Mess.

Yorkshires who then started on their homeward journey, leaving us in possession.

The line thus occupied by us was some 25—30 miles long, and extended from Blockhouse No. 251 on the South or Burghersdorp side, to No. 278 on the North or Bethulie side, each Blockhouse bearing a number corresponding to that of the nearest mile-post on the line of rail: but there were a few intermediate ones also, and the actual number of Blockhouses occupied by us at this time was 35.* Knapdaar was situated nearly in the middle of this Line, and was garrisoned by us with a force of about 80 men. The railway station itself was fortified by two small sand-bag Redoubts at either end, in each of which we had a guard of one N. C. O. and three men. At the back, or East side, was a little galvanised-iron building which had been erected by a former Regiment as an Officers' Mess, and which was surrounded on three sides by rough stone walls, loopholed with sand-bags and called a "Sangar" after the Indian word of similar meaning. Inside this were some of the Officers' tents, the remainder being outside the wall to the North. On the other side of the line, West of the station and some 150 yards from it, was another

* Including two on "Observation Hill."

small triangular sangar in which there were at first three and afterwards two tents, the remainder of the men's tents being pitched outside. The N. C. O's. tents were in a line close to the railway. About 500 yards to the South-west of the small sangar was a hill called "Observation Hill," on the top of which were two more small Blockhouses occupied by us. To the West and North the country was hilly, but it sloped away to the East in a wide, undulating valley, beyond which rose high hills in rank behind rank right away to the Stormberg range.

Every second day the "Ration Train" came up from Burghersdorp bringing food and water for the Blockhouses and the garrison at Knapdaar, but Reserve Rations were also kept at each Post, large or small, in case of emergency. Reserve Ammunition, in addition to that carried by the men, was kept in each Blockhouse, and there were also rockets for signalling purposes. A barbed-wire "crinoline" fence was constructed round each so as to leave a small "compound," and a similar fence ran all along the Line between the Blockhouses. Spring-guns, which were set at night, were placed at intervals along this fence in such a manner as to be fired automatically should the wire be cut or broken and thus warn the garrison of any attempt to cross the line under cover of darkness. In theory at all events the



Rebuilding the small Sangar at KNAPDAAR.

Line was almost impenetrable,* but we were never destined to put it to a practical test.

The weakest part was, perhaps, Knapdaar itself, and we at once set about strengthening it by almost rebuilding the small sangar, heightening the walls of the large one and enclosing the camp on the west side,—which had hitherto been open,—by a strong wire fence with spring-guns. We also procured, from the Remounts Department, ponies for our Company Officers, without which it would have been physically impossible for them to visit their long Lines of Blockhouses.

I must not forget to mention that the Head-Quarters at Knapdaar was in telephonic communication not only with Burghersdorp and Bethulie but with several of the Blockhouses along the Line ; in addition to which there was a telegraph office in the station so that, unless the wires were cut, there was little fear of our being unable to communicate with the outside world. This was not, however, by any means an unmixed blessing, and as for hearing any news of what was going on at the Front or other places around us, we might

* NOTE.—Individual men on foot could, of course, have managed to creep through the fence at night ; but a Boer without his horse was a thing hardly worthy of consideration.

as well have been in Timbuctoo. The event of the week was always, of course, the advent of the English Mail which came in on Fridays, and between-whiles we managed to amuse ourselves with the games—Football, Rounders, Draughts, Dominoes, &c.—which we had brought out with us from England in anticipation of finding ourselves in just such circumstances as we now were. Ping-Pong in the Station Master's house had great attractions for some, who also on one occasion, when some Boer ladies were waiting for one of those trains that never arrived till next day, were able to take advantage of the fact and exhibit their prowess on the light fantastic toe.

On the whole we all kept remarkably fit and well, though one or two unfortunate accidents occurred in consequence of the careless handling of loaded guns whereby two men damaged themselves severely. But we managed to keep practically clear of either dysentery or enteric owing, no doubt, to the care exercised by everybody in drinking no water that had not been boiled, a point constantly insisted upon and enforced by our very dear friend, companion and medical adviser, Captain R. C. Lewis, *R.A.M.C.*

In spite of this however, one poor boy, Pte. E. Bassett, (who had unwisely sought to quench his thirst at a station on the way up



STEYNSBERG.

MAY 2ND.

with water from an unknown source,) had to be sent into Burghersdorp Hospital with dysentery soon after our arrival at Knapdaar. He died on 2nd May and was buried on 3rd, but the train that was to have taken our funeral party into Burghersdorp that morning never came in at all; so we had to telephone in to the 6th Worcesters who, on our behalf, followed him to his last resting place in the quiet valley between the great silent hills, and fired the volleys over his grave.

MAY 13TH.

Life at Knapdaar was beginning to settle down into a more or less humdrum state, when, on 13th May, we received a telegram ordering us to deplete the Blockhouse Line and proceed next day to Stormberg. This was cancelled in the morning, but only as regards our destination and time of departure. We were to go to Rosmead instead of Stormberg, and to start on 15th.

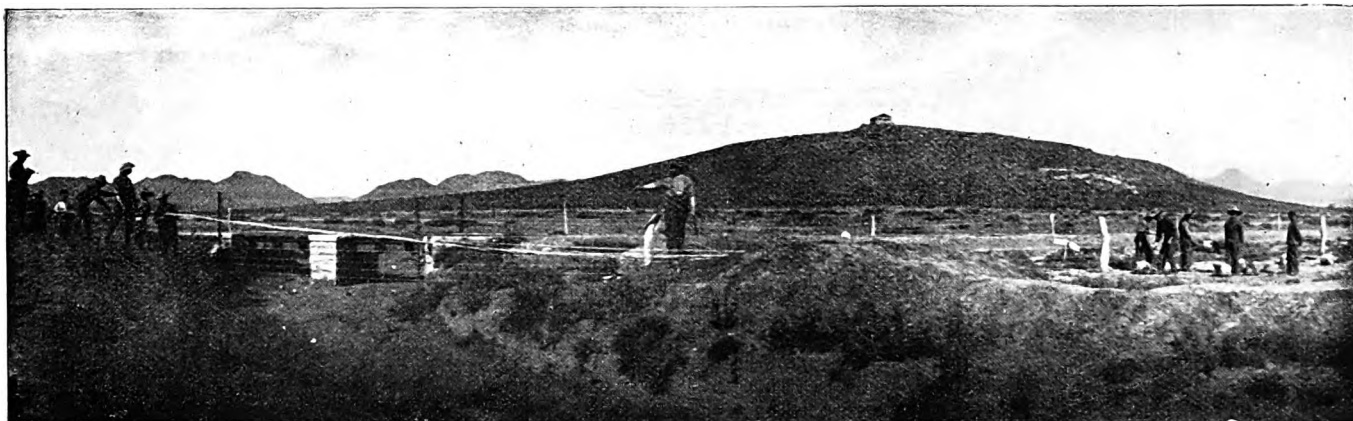
MAY 15TH.

On 15th accordingly we started, leaving only two men in each Blockhouse and picking up the 6th Worcesters from their Line of Blockhouses; after which we travelled on, through a bitterly cold night, to Rosmead, which we reached at daylight next morning. Here we found F Company, which had arrived from Molteno on the previous day and was bivouacked on the dusty plain South of the line. There we presently joined them and awaited further orders

as to what we were to do ; but it was not till Sunday, 18th, that we received them.

It soon became evident that General French was about to make a very thorough attempt to sweep up the Boers in this district, and we learnt that the Commandos under Malan and Fouché were to be the special object of our attentions. Troops, both mounted and unmounted, kept passing through the station, and at least five armoured trains were ready to patrol the lines. In fact a cordon was being drawn round the rebels which would inevitably have resulted in their annihilation or capture had not events in the Transvaal opened the door of the other alternative to them,—an alternative of which, as we shall see, they were not slow to avail themselves.

Meanwhile we made ourselves as comfortable as circumstances would permit, which is not saying very much seeing that we were travelling as light as possible, with no tents and little else but what we stood up in. With the help of some string, however, we made the rifles do duty as tent poles, stretching the blankets between them so as to form shelters like the roof of a house, beneath each of which two men crept at night. The Serjeant-Major constructed for himself out of the ammunition-boxes a kind of laager which he



STEYNSBERG Blockhouse Line: making Barbed-wire Cable.

regarded as a triumph of architecture, combining a handsome and elegant appearance with all the comforts of a home. But the Serjeant-Major's idea of perfect happiness consists in a maximum amount of work and worry, combined with a minimum of luxury and ease ; and if I ever get to Heaven, I expect to find him sitting on an ammunition-box, eating "bully-beef."

MAY 19TH.

The dust at Rosmead was awful, especially on Sunday when it blew half a gale, so that we were very glad to get into the train on Monday 19th, and, after waiting about six hours, to start for Graaff Reinett. The night was very cold but there was a lovely moon, and the view as we wound up the mountains and down the other side was grand and beautiful. At Blaauwater a truck ran off the line which delayed us about two hours, but they got it on again at last and we reached Graaff Reinett at about 2.30 a.m. on 20th.

MAY 20TH.

Graaff Reinett is quite the prettiest place we saw in all our journeyings. It lies buried between the hills in what is evidently a most fertile country, and I much regret that I had not my camera with me to take a few views of the spot ; but I had left it behind at Knapdaar, thinking that I might only find it a nuisance.

We detrained and bivouacked near the cricket ground and waited full of hope and expectation. For it was rumoured that

we were to march across-country to Murraysberg, and form part of the movable column that was to drive the Commandos on to the Blockhouse Line. But whispers presently began to reach us that the Boers had moved rapidly eastwards during the night and that all previous plans were consequently altered. This proved only too true, and at 3.30 p.m. that same day we were back again in the train on our return journey to Rosmead.

MAY 21ST.

We arrived there at daylight on 21st and, after waiting in the train till 3.30 p.m., started for Steynsberg. On arriving there we proceeded in accordance with what we believed to be our instructions, to occupy the Blockhouse Line from thence to Kroomhoogte, an operation which took us till 2 in the morning. Next day, however, we were told that we had occupied a longer Line than had been intended and that we were to close up towards Steynsberg, which manœuvre, owing to the awful dilatoriness of the trains, was not completed until 4 a.m. on 24th.

MAY 24TH

The Line of which we now formed a part extended, I believe, from Bailey on the South, through Stormberg on the East, to Rosmead on the West, a distance of something like 200 miles. Movable Columns, starting from the South, were to sweep the Boer Commandos northward on to this Line, and it was therefore



STEYNSBERG Blockhouse Line: Blockhouse No. 86.

of the utmost importance that it should be rendered virtually impenetrable. So we set to work to strengthen our section of it by every means in our power.

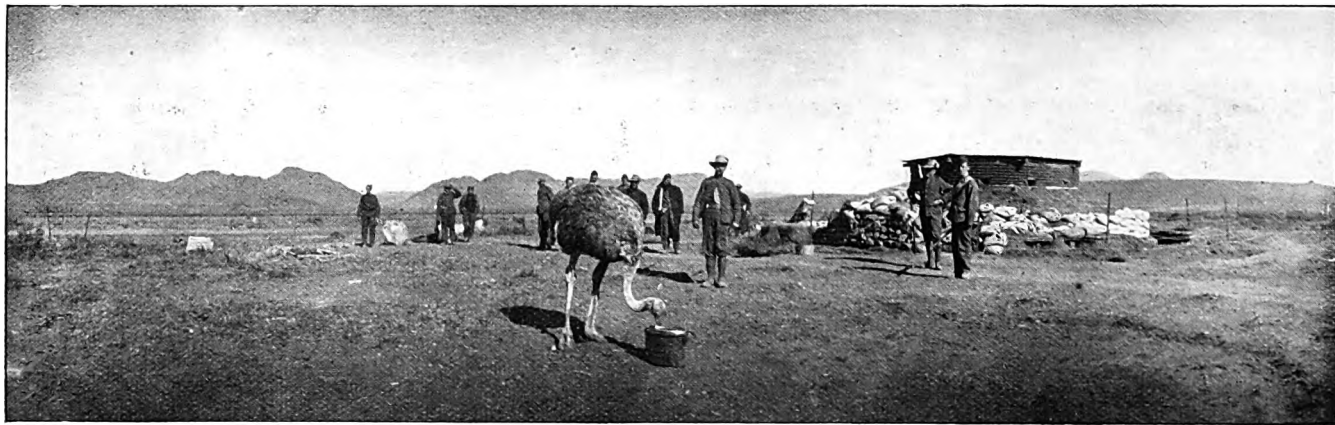
Between each Blockhouse there were three round sangars at equal distances apart which were garrisoned, the small ones with three and the larger ones with seven men each. The Blockhouses themselves were held by a Serjeant and seven men, while in every third Blockhouse there were two or more Officers. A certain amount of wire cable, forming a fence difficult to cut and impassible, unless cut, to horses, had been constructed by our predecessors, and this fence we now proceeded to complete, an operation which proved at first to be the reverse of pleasant. The cable consisted of eight strands of barbed-wire which we had to twist into one solid rope, and this, until we got into the way of it, not only took a long time but was attended with a certain amount of danger; for not only were the hands and clothes of the men often badly scratched and torn, but in several instances they were cut to the bone by the vicious iron barbs. We soon learnt the proper way to handle it however, and in a few days our fence was complete. Then we laid down two rows of wire-entanglement, each 20-foot wide, all along and in front of the Line of Blockhouses; and finally we

collected large piles of brushwood at intervals along the front of the Line, which, in the event of the Boers attempting to break through by night, were to be lit and thus reveal their movements to us.

Our Head-Quarters were at Steynsberg where Col. Humfrey, Capt. Lewis and I lived in a portion of a small tin hut, and where were also the Serjeant-Major, the Quartermaster-Serjeant, the Orderly-room Serjeant and about 20 men in tents.

At the first Blockhouse out of Steynsberg was constantly to be seen a full-grown female Ostrich which had come from no one knew where and attached herself to this particular Blockhouse, running wild about the veldt but never going far and always turning up at meal-times. She was quite a pet with the men, eating out of their hands, and had she not been a little too large for the pocket I fancy she might be with us even now.

We were now thoroughly prepared and full of expectation. We heard that Malan had been wounded and captured on (I think) the 27th, but that Fouché and the Commandos were rapidly moving northwards and might be daily expected in the neighbourhood. Nearly every night constant firing could be heard, but this was an amusement practically confined to the Town Guard who garrisoned the Blockhouses around Steynsberg itself and, as far as I could



STEYNSBERG Blockhouse Line : Blockhouse No. 84.

ascertain, was entirely without result. Our men did very little firing, a thing which is greatly to their credit; for no one who has not been in a position to judge can appreciate the "jumpiness" of being on sentry-go on a pitch dark night when the enemy is known to be in the vicinity. Every bush is a man, every night-bird's cry a signal, every rustle of the leaves a footfall. Under these circumstances the tension on the nerves is extreme, and great self-control has to be exercised to avoid giving unnecessary or false alarms. Nevertheless on two occasions only, either on the Steynsberg or Knapdaar Line, did any firing by our men take place that was not fully justified by circumstances, a fact which speaks volumes for their discipline and nerve.

JUNE 1ST.	All our preparations were destined however to prove abortive. On the evening of 1st June it began to be noised abroad that Peace had been concluded, and although this did not immediately affect our position with regard to the rebel Commandos in Cape Colony
JUNE 4TH.	yet, on the 4th, we heard rumours that these, too, were surrendering and that the whole show was over. Next day these rumours were confirmed, and at 7.30 a.m. on the 6th a train started from
JUNE 6TH.	Steynsberg which picked up ourselves and the 6th Worcesters from the Blockhouses and carried us back to whence we had come.

We were hailed with delight both by the men in the Blockhouses and also by the little garrison at Knapdaar who had experienced rather an anxious time during our absence, not only on account of the heaviness of the duties entailed by the smallness of their numbers but also because the Boers in the vicinity, emboldened no doubt by the weakness of the Blockhouse Line, began to exhibit increased activity, and on one occasion "lifted" a horse and some of the cattle belonging to a neighbouring English farmer. Nevertheless they made no attempt to cross our Line and, indeed, may not have had any desire to do so; but the fact remains that Brother Boer had a most holy horror of a Blockhouse Line and seldom attempted to pass one unless sorely pressed by circumstances.

The weather was now cloudy and very cold. The tops of the hills around us were covered with snow and it froze hard every night. But it was none the less a surprise to most of us to find on waking on the morning of 11th that the whole place was buried deep in snow.

JUNE 11TH

Snow! I have never seen such snow out of Canada! Down it came all day long with a gale of wind behind it that heaped it up against the tents till many of them collapsed under the weight. All the telegraph wires were broken; the railway arrangements were even more out of gear than usual, and such trains as did manage to



KNAPDAAR in the Snow.

get through at all were at least 12 or 14 hours late. Fortunately the Ration Train contrived to struggle in somehow, just when we were beginning to fancy that we stood a very fair chance of starvation; but it is a marvel how it did it as there was a deep drift a little way down the line through which it had to force a passage.

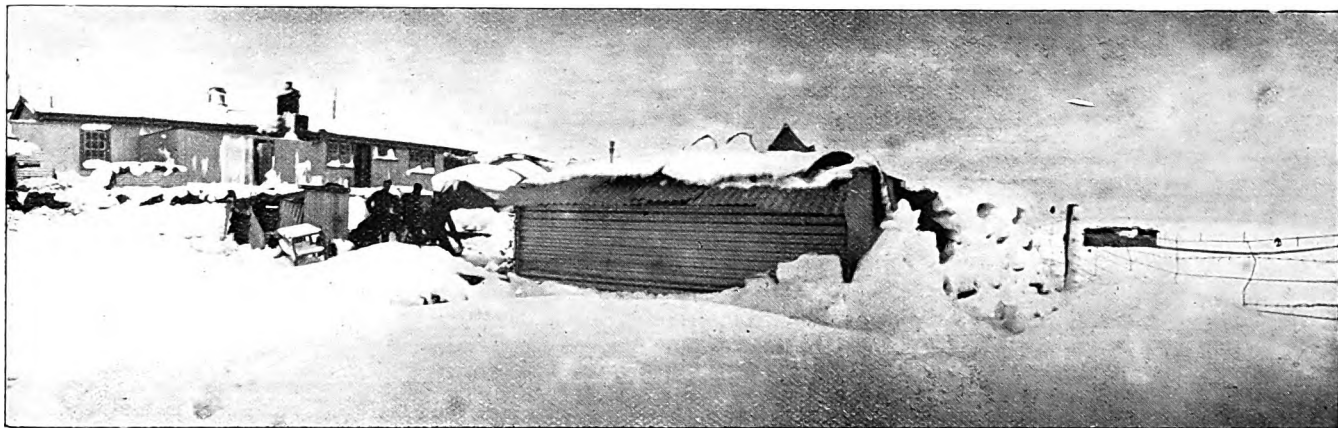
Luckily for us the storm exhausted all its energy in the one day, and on the next we were able to employ ourselves in endeavouring to make paths and clear things up a bit. Had a rapid thaw set in things would have been too awful to contemplate,—we should have been completely flooded out; but this at least we were spared, the thaw being quite gradual and the snow remaining deep all over the country for more than a week.

JUNE 13TH.

In the midst of all this we received orders to march across country to Aliwal North for the purpose of taking part in the Coronation Parade. Ox-transport was to be sent to us from Aliwal and we were to start as soon as it arrived. We were pretty confident that no Ox-wagons could move across the country in its present condition, but we brought all the men in from the Block-houses on 17th and started practising Ceremonial Drill on the least snowy bit of ground we could find, in order to be prepared for the occasion.

JUNE 19TH.

On 19th June, whilst parading for this purpose, we observed on the crest of a hill about half-a-mile away, a man approaching with a white flag. Whether he was under the impression that we had all turned out and drawn ourselves up in Quarter Column in order to repel his attack, I do not know; but we encouraged him to advance and presently saw two more men also appear on the crest of the hill behind him. The man with the flag-of-truce came on and, when within three or four hundred yards of us, we sent out a Serjeant and file to meet him and ascertain his business. It transpired that he and his two comrades desired to surrender, a permission which we graciously accorded, and soon afterwards all three were prisoners in our hands. They were three brothers named Vanstaen from the Orange River Colony and belonged to Fouché's Commando from which they had somehow become separated. They had only heard rumours of his surrender on the previous day and desired, in the innocence of their confiding little hearts, to be allowed to go to him and ask for instructions. They had no horses with them but brought their rifles, a little ammunition, a couple of small bags to wear over their shoulders like havresacks, and a blanket or two each. These of course we took from them and then, placing them and their belongings under the charge of an Escort, sent them off by Ration



KNAPDAAR in the Snow.

Train that evening to Burghersdorp where they were handed over to the Commandant.

This was the only capture we managed to effect during our tour on active service, but it must be remembered that De Wet never came down our way and that Fouché caved in without giving us a chance.

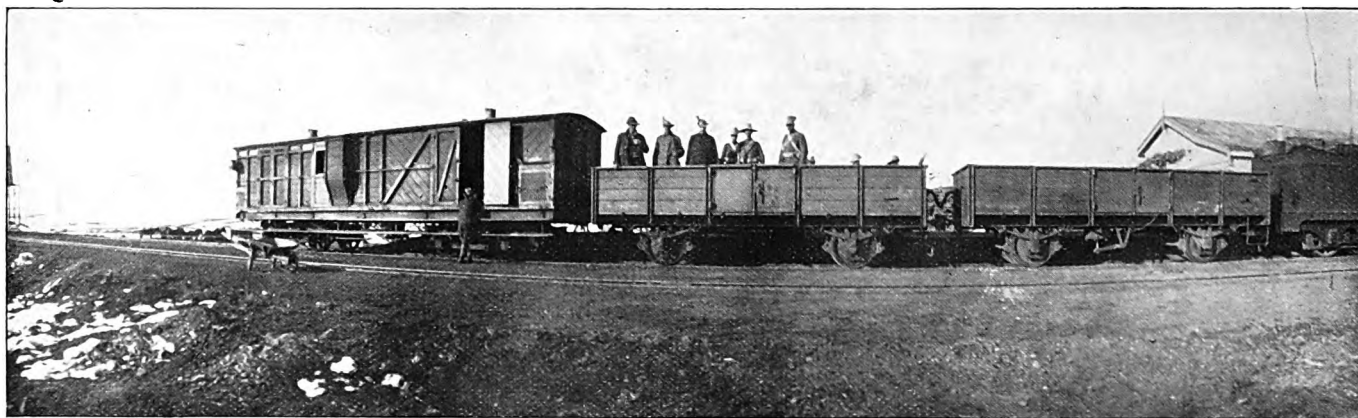
JUNE 20TH.

That same evening the Transport, consisting of ten Ox-wagons, arrived but they had been obliged to drop twelve of the oxen on the way, being too exhausted to continue, and the condition of the remainder was such as to make a day's rest imperative: so that it was not until the morning of the 20th that we bade good-bye to Knapdaar,—let us hope, for ever. We gave the wagons a good start as their progress is dreadfully slow and there was no use in our being in front of them; but we sent the cooking-pots, &c., on ahead in order that our meals might be ready for us when we arrived. Our first attempt to start the Master Cook was, however, singularly unsuccessful. We put him on a mule; not, unfortunately, a "sad and sober mule" such as Roderick recommended to the renegade Bishop of Seville, but a most frisky and inebriated mule who at once started a kind of acrobatic performance of its own invention which landed its rider on his head in the mud. We

picked him up and, finding that no serious injury had been sustained, transferred him to a Cape Cart which we hoped might prove less insecure.

Then off across the snow we went until, at mid-day, we came up with the Ox-wagons which were out-spanned in order that the cattle might graze. This entailed a long halt of some three to four hours which was both wearisome and annoying but, as oxen will not graze at night, it was unavoidable and had to be repeated each day, thus obliging us to take twice as long over the journey as would otherwise have been the case.

We had now left the snow,—which had, apparently, fallen more heavily at and around Knapdaar than anywhere else in the neighbourhood,—more or less behind us, but the ground was marshy and sodden and the going heavy. Now and then one of the wagons would sink into the ground up to its axles and have to be dug out before it could be moved; sometimes they had to pass through drifts with sides so steep that the teams had to be doubled in order to drag them over; and all the time the thongs of the enormous whips, wielded by the Kaffir drivers, kept ringing on the hides of the unfortunate oxen and playing a sort of hideous accompaniment to the wild screams and shouts of Anglo-Kaffir imprecations which were



Our Three Boer Prisoners and their Escort starting from KNAPDAAR.

evidently considered absolutely essential to the proper performance of transport driving.

JUNE 21st.

At 6 p.m. we reached a farm called Sleutelfontein where, after waiting about an hour for the arrival of the wagons, we pitched our camp by the light of the moon, eat our evening meal and went to sleep.

Next day we rose with the sun, struck the tents which were stiff and hard as boards with the frost, loaded the wagons, started them off and then followed on as before. On the way we had to cross the Stormberg Spruit (River) which had more water in it than is usual at this time of year owing to the snow, and its passage afforded us no little amusement though we all got across in safety. Not so, however, the Master Cook, who came nigh to being drowned owing to his Cape Cart being upset in the middle by the refractory behaviour of one of its mules,—not the one that had tried to destroy him on the previous day but another. I fear that Serjt. Grundy must now have lost all confidence in mules but hope he will regain it in time. He took his discharge in South Africa shortly before we sailed, and the Battalion, which is indebted to him for its meals for many a year past, will see him no more.

JUNE 22ND.

JUNE 23RD.

That night we stopped at Myburg, a little station on the railway line, and the next at Orangefontein, reaching Aliwal on the morning of the 23rd. We marched through the end of the town, across the Bridge that spans the Orange River, up onto the high ground beyond; and there, on a wide flat plateau just inside the Orange River Colony, we pitched our camp.

On the slope of the hill just behind us were the tents of the 1st Connaught Rangers, then came a valley and then hills again. About a quarter-of-a-mile in front of us ran the river with the town on the other side of it but a little to our right; while about two miles further up, also on the opposite side, was a large Concentration Camp accommodating some 5,000 Boer men, women and children.

The ground between us and the river and away off to our left had been the scene of a battle-field when the Colonial Troops, under Col. Dalgetty, C.M.R., drove the Boers back from Aliwal and saved the Bridge from destruction. On the kopjes to the East were the gun-emplacements and little sangars which the Boers had made for themselves, and here we found many "curios" in the way of spent shells, bullets, cartridge-cases and the like, which we collected and carried home to our friends. Armourer-Serjt. Rafferty was an adept at converting these into lamp-stands, stick-handles, pencil-



Trekking from KNAPDAAR to ALIWAL NORTH.

cases, &c., so that our trophies will be useful and ornamental as well as interesting.

JUNE 26TH.

On the morning of 26th June we paraded and marched off towards the Race Course for the purpose of taking part in the Coronation ceremonies. But when we reached the centre of the town we were met by a Staff Officer who told us that a telegram had been received saying that the King was seriously ill, and that all festivities were consequently postponed. There was nothing for us to do, therefore, but to turn about and return to camp, wondering what might be the matter and hoping that all would be well in the end. As we now know our hopes were fulfilled; His Majesty made a remarkably rapid recovery, and we were still able, before leaving Aliwal, to assist in proclaiming him duly crowned.

All sorts of rumours were now flying about as to the probable date of our return to England, an event to which, now that the war was over, many of us looked anxiously forward. Some declared that we were to sail in three weeks' time, while others said it would be quite six months before we could possibly get away; but, as a matter of fact, no one really knew anything about it until the official programme of the order of the reliefs was received, and even then it was difficult to estimate the time these would take to carry out.

Both football and cricket were now started, and the Officers played polo two or three days a week. In the morning there was an hour's parade devoted to learning the intricacies of the New Drill, and every second day one Company fired on the extemporised range which we had established against the side of a hill beyond the Connaught's Camp.

Not far from Aliwal, but on the other side of it, there is a Sulphur Spring,—or rather two Sulphur Springs,—where the water comes bubbling up out of the bowels of the earth at a temperature of 65°, and here some of us used occasionally to enjoy the luxury of a hot bath, though it was too far away to take advantage of as often as could have been desired.

JULY 3RD.

During this time a Boer named Becker was tried at Aliwal for High Treason, and Col. Humfrey sat as President of the Court. Becker was accused of having endeavoured to persuade Bazedenhout not to accept the terms of surrender but to continue in arms against us. The trial, which lasted three days, ended in the acquittal of the prisoner.

JULY 14TH.

AUGUST 7TH.

On 14th July the Lemoenfontein Detachment rejoined Headquarters and on 7th August the Detachments both from Plantation Post and Molteno followed suit, so that we only lacked G Company



Our Camp in the ORANGE RIVER COLONY near ALIWAL.

AUGUST 9TH.

(at Queenstown) when, on the 9th August, we again paraded and marched to the Race Course in order to celebrate the Coronation,—this time successfully. Ourselves and the Connaught Rangers, about half of whom were Mounted Infantry, took part in this function, fired the *Feu-de-joie* and gave three cheers for His Majesty King Edward VII. In the afternoon there were Athletic Sports and in the evening a torch-light Tattoo and fireworks.

Meanwhile we found the spot on which we were encamped not only very windy and dusty but also, we fancied, unhealthy. Many of us were suffering from feverishness and sore throats, and were thankful to be still able to avail ourselves of the capable and sympathetic ministrations of Capt. Lewis who, whether he was feeling a pulse, running races with a Secretary Bird or driving his teeth through a Graaf Reinett leg of mutton, did it with all his might.

AUGUST 12TH.

We tried altering the disposition of the Camp slightly so as to pitch the tents on fresh ground, but it did not seem to have the desired effect ; so we determined to move, bag and baggage, across the river. This we did on the morning of the 12th, and before evening were comfortably settled in our new camp on clean, fresh ground with the tents pitched at wide intervals apart.

AUGUST 28TH.

Here life went on much as before until, on the 28th, came the

SEPTEMBER
1st.

joyful news that we were to embark for England from East London on the 6th of the following month. Before starting however, there arrived from England four large cases containing the pipes and tobacco sent to the men by the Duke of Rutland and the Marquis of Granby. These now proved most acceptable, arriving as they did just in time for our homeward journey.

As our orders said that we were to be at East London not later than the 4th, we deemed it advisable, from our experience of Cape railways, to start on the 1st, and on the morning of that day we struck our camp, loaded the train, and were all ready to be off at 2.30 p.m. as had been originally arranged.

Then the usual wires began to arrive. First we were told that instead of starting at 2.30 that afternoon we were not to go till 4.30 a.m. next morning. Then that our train was to be split up into two portions,—one, attached to the mail, starting at 9.30 p.m., the other leaving at 4.30 a.m. This necessitated a re-arrangement of all our dispositions and the re-distribution of our rations, &c., but we managed it in a sort of a way before dark and eventually both trains started at the hours named.*

* NOTE.—This unprecedented punctuality is to be accounted for by the fact that Aliwal is a Terminus.



ALI WAL NORTH from the ORANGE RIVER COLONY.

SEPTEMBER
2ND.

SEPTEMBER
3RD.

Thus we proceeded towards the port of embarkation, picking up G Company at Queenstown and waking, on the morning of the 3rd, to find ourselves passing through a beautifully green, wooded and undulating country with the scent of the sea already perceptible on the breeze.

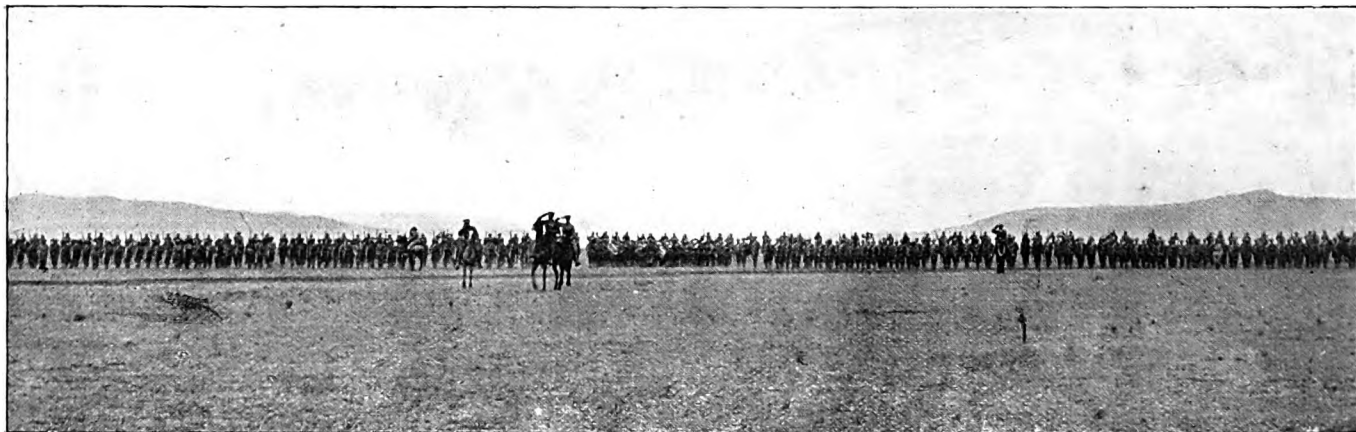
We found a standing camp at East London pitched on the Race Course about a mile out of the town, and might have been comfortable enough had not the place been visited three days before by a terrific storm which had blown all the tents down and saturated the whole ground, rendering it swampy and sodden. However it was only for a few days and, although our number of sick was considerably above the average during the time we were there, only one man became too ill to embark with the Battalion.

SEPTEMBER
8TH.

As I have said, we were originally supposed to sail on the 6th, but the good ship *Avondale Castle* (Capt. Becher) which was to bear us home did not put in an appearance until the morning of the 8th. Now there is no harbour at East London nor, practically, anywhere else along the coast of South Africa between Cape town and Lorenzo Marques. Ships of deep draught have to lie out in the open roadsteads and can only come up on the top of the tide to the Quays at the mouths of the rivers which (as in the case of East

London) have made their respective towns places of some importance. Unfortunately for us the *Avondale Castle* missed the morning tide and therefore could not come alongside until about 12 hours later. But this was not realized until too late to admit of any alteration in our arrangements and, consequently, we marched off to the quay in the morning only to find that there was no chance of our embarking until 5 or 6 o'clock in the evening. Meanwhile an attempt was made to send us off in lighters but this also proved abortive and, in the end, we found that we had either to remain where we were all day or march right back to the camp. The latter course would have been very trying and vexatious, so Col. Humfrey, with his usual promptitude, decided on the former and despatched a couple of Officers at once to procure bread and cheese and aerated waters for our mid-day meal.

These arrived in due course and we pic-nicked by the road-side, which was far better than toiling back to camp along the hot, dusty roads, carrying our kit-bags on our shoulders. From 10 a.m. till 5 p.m. we waited, and then at last received a message that the ship was close alongside and that we could proceed on board. We marched off along the quays, drew up opposite the *Greek* and, after a brief halt, crossed that vessel and two others lying outside her, on



The Coronation Parade at ALIWAL: "Royal Salute."

to the deck of the *Avondale Castle* which was moored outside them all.

And now, while every one is settling down for the night and seeking that repose which was indeed acceptable to most of us after having been on our legs since 5 o'clock that morning, let us go back once more almost to the beginning and see what happened to the Detachments. But, as much that I have already described when dealing with the conditions of life that obtained at Headquarters, applies with equal force to those experienced by the outlying Companies, I shall make my account of them as short as possible, merely recording such incidents in their lives or peculiarities in their surroundings as are especially worthy of mention.

And it must be remembered that, though I may refer to "such-and-such a Company," in very few instances was any Company on detachment as a complete unit. We were ordered to send "so many men" to this place, "so many men" to that place, and consequently, although we endeavoured to keep the Companies as intact as possible, yet a certain amount of mixing up was absolutely unavoidable. Indeed it seems to me that one of the lessons learnt by this war is the desirability of a total re-organization of the Army whereby the Battalion shall only consist of four Companies instead

of eight, under the command of a Major ; the office of Adjutant (at all events in regular Regiments) abolished, and the number of Company Officers increased. Such considerations as these are, however, entirely beyond the scope or intention of this little book, so I must not let my pen run away with me but attend to the minding of the business in hand.

THE BASE COMPANY.

The "Base Company" consisted largely of Colour-Serjt. Bird who, with four men to assist him, was left behind at Green Point when the remainder of us disembarked and proceeded up-country. Green Point is situated about a mile outside Cape Town and is where, at one time, a large number of the Boer prisoners were located. There were about 400 of them still there when we first arrived at Cape Town, but these were subsequently sent to St. Helena.

The Base Company formed part of the "Depot Battalion" which was made up of representatives from most of the Regiments in South Africa, whose chief duty consisted in receiving men coming out or going home, making their accounts up to date, and passing them on. In our own case this happened very seldom and,

after the Declaration of Peace, the Base Companies were abolished and sent to their respective Head-Quarters. Colour-Serjt. Bird and his men rejoined us at Aliwal on 1st July.

THE MOLTENO DETACHMENT.

As I have already said, F and G Companies with about 20 additional men disembarked at Cape Town on 14th April before the remainder of the Battalion and started up-country by train at about 6 p.m.

APRIL 17TH.

Their way was the same as ours as far as Stormberg where they received orders to send one Officer and 20 N. C. O.'s and men to garrison the Blockhouses in the immediate vicinity of Bamboo Bridge, and then, instead of proceeding North as we did, they were sent Southwards to Sterkstroom which they reached at about 11 p.m., after having dropped on the way most of the men of F Company to garrison Blockhouses between Stormberg and Molteno.

APRIL 18TH.

They remained in the train that night and, being still without orders, they employed their time next morning in doing a little Field Firing in the open country outside the town. In the evening, however, their orders arrived, and at 7 p.m. they proceeded to occupy the Blockhouses and intermediate sangars, both towards Bushman's

Hoek on the one side and Bailey on the other, in order to assist in preventing the Boers from crossing the Line in the neighbourhood of Putter's Kraal that night, a manœuvre they were believed to be contemplating.

APRIL 19TH.

Nothing occurred, however, and next day the Head-Quarters of the Detachment with about 25 men were withdrawn to Molteno ; one Serjeant and 19 men were sent to garrison more Blockhouses along the Line, while G Company was despatched to Clarke's Siding.

MAY 14TH.

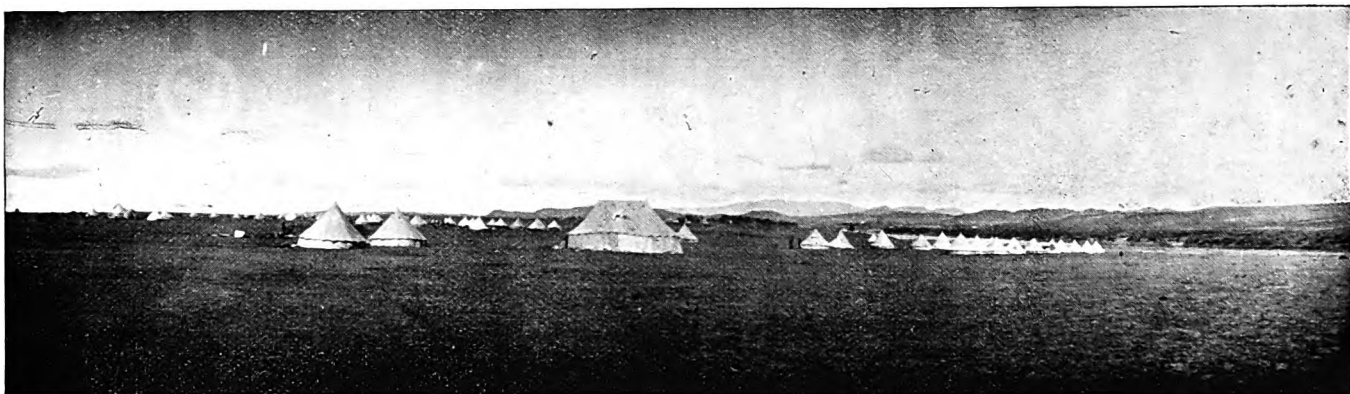
Molteno is a small, ugly and very uninteresting place, with nothing to make it worthy of any attempt at description ; nor would it be called a "town" in any part of the world less thinly populated than South Africa. The men were encamped on top of a hill about half-a-mile away, where they led a somewhat uneventful existence until 14th May, when the Blockhouse Line both at Bamboo Bridge and towards Sterkstroom was ordered to be depleted and their garrisons sent to Rosmead, though the men forming the garrison of Molteno itself were to remain where they were.

MAY 15TH.

At 6.45 that evening, accordingly, they started, and at 2 p.m. on the following day reached Rosmead where, as I have already said, they bivouacked on a dusty plain to the South of the line.

MAY 16TH.

On the morning of the 16th the Head-Quarter Companies



Our Second Camp at ALIWAL NORTH.

MAY 18TH.

arrived, but instead of joining-on and coming with us on our wild-goose chase to Graaf Reinett, F Company was sent, on the evening of the 18th, to garrison the Blockhouses between Rosmead and Thebus.

JUNE 7TH.

They remained on this Line until 7th June when, all active operations being at an end, they, like us, returned to whence they had come. But instead of re-garrisoning all their Blockhouses, the major portion of them remained at Molteno, while a sufficient number were distributed along the Blockhouse Line to collect both the personal and government property which they had left behind.

JUNE 10TH.

Before they could effect their purpose, however, they were overtaken (on the night of 10th June) by the same snowstorm that visited us at Knapdaar though, if anything, in greater severity, so that they were kept prisoners until some days later. At Molteno the tents were almost entirely buried and the camp on the hill had to be vacated, the men being accommodated meanwhile in the Town Hall. All communication with the outside world was interrupted; no trains could get through, and had it not been for the Reserve Rations the men would have had nothing to eat for nearly four days. When, after nearly a week, the snow had sufficiently melted to admit of a return to ordinary life, the camp was moved down onto

lower ground, and immediately afterwards the men from the Block-houses came in.

AUGUST 6TH.

On 6th August they received orders to rejoin Head-Quarters; so, taking time by the forelock, they struck their camp early next morning and were back once more with us at Aliwal that same night.

THE CLARKE'S SIDING AND QUEENSTOWN DETACHMENT.

APRIL 19TH.

When F and G Companies separated at Sterkstroom on the morning of 19th April, the latter was sent to guard the Remount Depot at Clarke's Siding. They arrived at their destination at about 4 o'clock of the same afternoon, and found that the Depot consisted of three separate horse-camps, the main one being close to the Siding itself, while the two others were about 3 and $3\frac{1}{2}$ miles away respectively, on the other side of the line. The men occupied four Blockhouses, one on a ridge beyond the furthest horse-camp and three in the vicinity of the Depot proper, of which latter one was on a hill overlooking Clarke's Farm; and here, also, they pitched their tents. About 5,000 horses, ponies and mules were collected at this Depot, requiring a regular little army of Kaffirs to look after them. These in their turn were under the superintendence of a proportion of N. C. O.'s belonging to the Remounts Department

and the whole was in charge of Major Cooper, 7th Dragoon Guards.

Our people found that the position at the back of the hill near Clarke's Farm was very open and unprotected, so they set to work and constructed a sangar, or earthwork along the crest of the ridge, thus rendering themselves more secure on that side ; but after this there appears to have been but little scope for their energies or ingenuity, and the first month or six weeks must have hung rather heavily on their hands.

JUNE 9TH.

Nevertheless there was plenty of work in store for them, for when, early in June, they were visited by the same snow-storm that we all suffered from, they appear to have caught it hottest,—or, I should say, *coldest*,—of any of us. It began with them on the evening of the 9th and snowed all night and all next day until about 4 p.m. when it ceased for a while but only to start at 6 o'clock worse than ever. A gale of wind had now sprung up which drove the snow over and through everything, almost completely burying the tents though (*mirabile dictu*) Capt. Hawley's was the only one that collapsed. All that night it snowed and all next day, and it was only by incessant labour that paths of communication could be kept open in the Camp. What would have happened had this state of

JUNE 12TH.

things continued much longer, goodness only knows ! but fortunately the morning of the 12th broke clear and cloudless and the storm at length was at an end. All hands at once set to work to dig the place out and clear the ground a bit, while Capt. Hawley, having made unto himself a pair of snow-shoes, proceeded across the snow to visit the outlying Blockhouses, whose garrisons he found alive and well and in the best of spirits.

JUNE 14TH.

Of course all communication with the outside world had been completely interrupted, nor was it until the 14th that any attempt could be made by the Railway Authorities to force a passage through the snow. On that date, however, our people heard that a train was approaching from Indwe and a gang of Kaffirs was sent out to help them, whilst our men set to work to clear away the snow from the line in the vicinity of Clarke's Siding. The train (an engine and two trucks) got in at about 10 o'clock on the morning of Sunday the 15th, and a strong party consisting of a lot of Kaffirs,

JUNE 15TH.

some Dutchmen, an R.E. Corporal, two Sappers and 20 of our men, all under charge of Capt. Hawley, got onto it in order to assist in forcing a passage through to Dordrecht which,—by rushing the small drifts and digging through the deep ones,—they succeeded in doing just before dark. They returned to Clarke's Siding for the



The Officers' Mess : EAST LONDON.

JUNE 17TH.

night but were again picked up by the train next morning and resumed their work beyond Dordrecht, where they found themselves confronted by a drift some 15-feet deep and 500 or 600 yards long. More men were brought up from Clarke's Siding to assist and all worked with a will ; but it was not till the morning of the 17th that they completed their task and joined hands with the relief-party from Stormberg, thus opening the line once more to traffic. Subsequently the Chief Engineer at Cape Town wrote to Capt. Hawley, thanking him for the services rendered by himself and our men and saying that, for the latter, a more substantial recognition would follow,—a promise which was duly fulfilled.

JUNE 19TH.

JUNE 21st.

On 19th June they were ordered to quit Clarke's Siding and go to Queenstown, which they did on the 21st, and next day pitched their tents on the broad, open plain South of the town.

We could never quite make out why they were sent to Queens-town, as there appeared little for them to do save to police the railway station, a duty which only required one N. C. O. and five men. At no time were there more than three rebels in this district but, quite early in the war, one of these was captured, one shot and the other ran away,—“and then there were none !” Nevertheless, in spite of our efforts to get them sent back to Head-Quarters,

JULY 2ND.

there the Company remained until we came through on 2nd July and, picking them up, carried them down with us to East London on the journey home.

THE PLANTATION POST DETACHMENT.

APRIL 18TH.

After B and D Companies had left Head-Quarters at Burghersdorp on the way up-country, they travelled by train to Aliwal North, which they reached about 6.30 p.m. that evening (18th April), and encamped on the low, flat hill South of the town, which is known as

APRIL 19TH.

Plantation Post. Next morning D Company left for Lemoenfontein, and in the afternoon B Company marched into the town to line a portion of the Market Square while sentences on several rebels were being promulgated.

The duties of this Detachment chiefly consisted in furnishing a guard over the prison in which were confined a number of rebel Boers; in occupying one large stone Blockhouse and three small ones on the hill, as well as another about half-a-mile away, when any suspicions were entertained of a possible attack; and, later on, furnishing a permanent garrison to the Blockhouse at "Teneriffe Neck," in order to guard the railway line at a point where it passed through a deep cutting.

They had frequently, also, to send escorts in charge of Boer prisoners captured by Lovatt's Scouts or the Connaught Rangers' Mounted Infantry in the country to the East of Aliwal, which was in a very disturbed state; and on one occasion, when proceeding as escort to a convoy bound for Dreifontein, a small party of our men were misled by their guide, and very nearly came in for a little fight in consequence. Fortunately or unfortunately, as the case may be, the Boers had been driven off by the local troops about an hour before our people appeared on the scene, so they had nothing to do but retrace their steps and get again on the right track.

Now the large stone Blockhouse which I have mentioned as being held by the men of B Company at Plantation Post was one of those commonly called "Kitchener's Castles," of which many have been constructed in various commanding positions throughout the theatre of war. They have to be entered by a ladder leading up to the roof, beneath the eaves of which you crawl, and thus get onto a gallery running all round the interior near the top. Half-way down is another gallery and below that the floor, each of which has to be reached by ladders in the centre of the building. At about 10.30 p.m. on Sunday, 18th May, one poor fellow, Pte. W. Vann, was descending one of these inside ladders on his way to bed after

MAY 18TH.

MAY 21ST.

coming off sentry-duty, when his foot slipped and he fell to the bottom, fracturing his skull. He was carried to Hospital where he died on the 21st, and was buried in the little Cemetery on the banks of the Orange River, followed, of course, by his own Company and preceded by the Connaught Rangers' Band.

JUNE 8TH.

Upon the Declaration of Peace, rejoicings were held in the town and a message was despatched to Bazedenhout informing him of the position of affairs and the terms of surrender, upon learning which he and his Commando, after a few days' consideration, surrendered. They rode into Aliwal on 8th June and handed over their horses, arms, &c., to the authorities, but it was all done without parade and, indeed, no one was allowed to be present but those whose duty it was to accept their surrender.

AUGUST 8TH.

The day after the Detachment rejoined the Head-Quarters, *viz.*, on 8th August, another poor fellow of B Company, Pte. W. Mawby, who had been ailing for some time, died and was buried beside Pte. Vann in the Cemetery on the banks of the river. As our Head-Quarters were now at Aliwal our own Drums were able to play him to his last resting place where his comrades, after the customary honours, left him and his companion lying in peace.



QUEENSTOWN.

THE LEMOENFONTEIN DETACHMENT.

APRIL 19TH.

As I have already said, D Company left B in Aliwal and started for Lemoenfontein on 19th April. A Mule-wagon conveyed their tents and baggage so that, as mules travel much faster than oxen, they were able to do the whole distance of about 17 miles in the one day. A man of the Field Intelligence Department acted as their guide, and six mounted native scouts covered their front and flanks to guard them against surprise; for, as I have noted elsewhere, the whole of this part of the country was practically up in arms against us.

They reached Lemoenfontein about 4 p.m. and found that the Post was situated on a small plateau, surrounded by barbed-wire fencing and defended by one Blockhouse and three sangars. On this plateau were large quantities of reserve rations and stores for the supply of the Blockhouses along this portion of the Orange River, and of the mounted troops (Lovatt's Scouts and Connaught Rangers, M. I.) which were operating in the district; and it was principally to guard these stores as well as to afford a harbour of refuge in case of emergency that the Post was held. Indeed the garrison had to be continually on the alert as there was never any

knowing whether Bazedenhout, who was constantly in the neighbourhood, might not attempt to capture the place.

Such men as were not quartered in the Blockhouse lived in tents, as did the Officers, but these subsequently built themselves a little Mess-hut of sun-dried bricks, for which they managed to obtain a small stove, a table and a few chairs, thus adding greatly to their comfort. In addition to our own Officers there were two Officers of the Field Intelligence Department and a Doctor, quartered at Lemoenfontein, while many others often had to come in for the purpose of replenishing their stores, &c., so that the Mess-hut supplied a long-felt want.

MAY 29TH.

On one occasion (29th May) Capt. Turner went out with the Scouts of the Field Intelligence Department to endeavour to locate Bazedenhout's Commando, and in this they were not only successful but were themselves nearly captured by the Boers who, seeing them on top of a kopje, galloped across and endeavoured to intercept them. The ground over which our people had to ride was very rough and broken so that their movements were greatly hampered, and they were exposed to a running fire for nearly 6 miles. Fortunately neither Capt. Turner nor any of his companions were hit and

JUNE 11TH.

they reached the Post in safety, though at one time the Boers were within 500 yards of them.

On 11th June they experienced a tremendous thunder-storm which was followed by the great snow-fall which I have already described in other places, and it therefore suffices to say that their discomforts and troubles, as well as those of B Company at Aliwal, were no less than were ours at Knapdaar.

About a mile to the East of Lemoenfontein rises a hill with steep, rough, wooded sides, where Buck were to be found and where Rock-rabbits (the "Coney" of Scripture) disported themselves. But the most interesting thing about this hill was the fact that, about a third of the way down the other side of it were two Bushmen's Caves, in one of which was a little mural painting, representing men and animals, executed in red and black distemper, and looking almost as fresh as though it had been done yesterday. The race of Bushmen is now practically extinct, but when the Boers first began to trek over the country they were not infrequently met with and were invariably shot down at sight. For they were a wild, barbarous little people, speaking no articulate language and owning little claim to be considered "human," except for their knowledge of the use of the bow and poisoned arrow with which

they used to shoot whatever they came across, whether white man, Kaffir, or animal. There are, I believe, but few specimens of their rude paintings in any of our museums, and it is a pity that Mr. Beattie's attempt to cut this one out from the solid rock was frustrated, owing to its hardness and the lack of suitable tools.*

JULY 13TH.

On 13th July Lemoenfontein was vacated and the Detachment, —travelling this time with 20 Ox-wagons loaded with stores,—after spending one night upon the road rejoined Head-Quarters at Aliwal on the afternoon of the 14th.

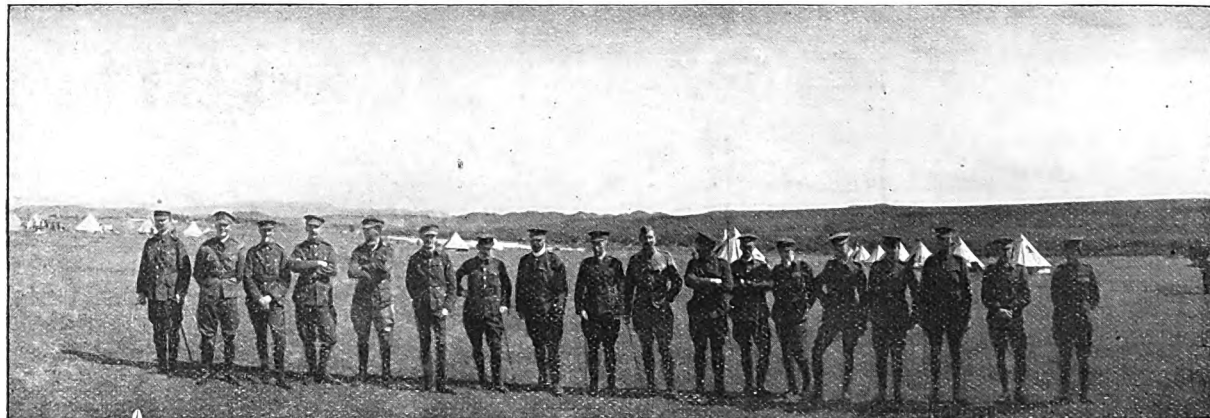
JULY 14TH.

And now, having finished our brief inspection-tour of the Detachments, let us return once more on board the *s.s. Avondale Castle*, which we left lying in the mouth of the river at East London, waiting for the morning tide to enable her to cross the Bar in safety and carry us on our homeward way.

**SEPTEMBER
9TH.**

It was between the hours of 6 and 7 a.m. on the 9th September that we finally cast away from the shore and dropped down the short length of river into the open sea, which, although a stiff breeze was blowing, scarcely moved the vessel perceptibly. Indeed the

* NOTE.—A Bushman's dwelling was also found by Capt. Hawley near Clarke's Siding. This also contained mural paintings, but he describes them as much faded.



Group of Officers.

whole voyage home was chiefly remarkable for the uniformly good weather that we experienced.

With the exception of such impromptu "Sing-Songs" as were instituted by the men themselves, we did little to enliven the voyage by anything in the shape of "Entertainments." Somehow we did not seem to want them, the knowledge that we were hourly getting nearer and nearer to England being enough to make us all feel happy and high-spirited without any need of a fillip. We were very comfortable on board and by no means overcrowded, notwithstanding the fact that there were over 1,500 troops on the ship. We had one end (the stern) almost entirely to ourselves, the other end being occupied by the 5th Battalion Rifle Brigade, in addition to whom there were on board a few details of other Corps. One thing I must and will say, and that is, that our decks, both above and below, were kept in a beautiful state of cleanliness and order; and such good care was taken of all property that, at the end of the voyage, nothing was lost or damaged save a few mess utensils, the whole of our ship's charges only amounting to £1 6s. od.

We passed within sight of Table Mountain at about 11 a.m. on the 11th, after which we did not again sight land until daylight on the 27th, when we once more touched at Las Palmas for coal. No

SEPTEMBER
11TH.
SEPTEMBER
27TH.

one was allowed to land at all this time, but the ship coaled very "clean" and very rapidly, and we were off again by 2.30 p.m.

It is very sad to be obliged to record another death amongst our men at so late a date as this, just when everyone was looking forward to once more meeting their friends and relations at home.

OCTOBER 1st.

Pte. W. Cox had not been well while we were at Aliwal but there was, apparently, nothing to make it imperative for him to remain behind in hospital when we embarked, so he came with us. On the voyage, however, he grew rapidly worse, and developed a serious affection of the lung which ended fatally on the morning of 1st October. At 5 p.m. that afternoon the whole of the troops assembled on their parades while the simple and beautiful Burial Service was read over the poor fellow whom we had thus, at the last moment, to leave behind us. After the hymn "Thy Will be Done" had been sung and the three volleys had been fired in his honour, he was committed to rest in the quiet bosom of the great and mighty ocean, and next moment the "Last Post" rang out across the sea from the whole of the Bugles of the Battalion. A curious little incident happened during the funeral service. A land-bird came onto the ship just before the service was finished and fluttered about above the spot where the body lay. It was about the size of a large

thrush but, though a great many of us saw it, we could not tell for certain what kind of bird it was, and it left us apparently the moment the funeral was over, for we saw it no more.

OCTOBER 3RD.

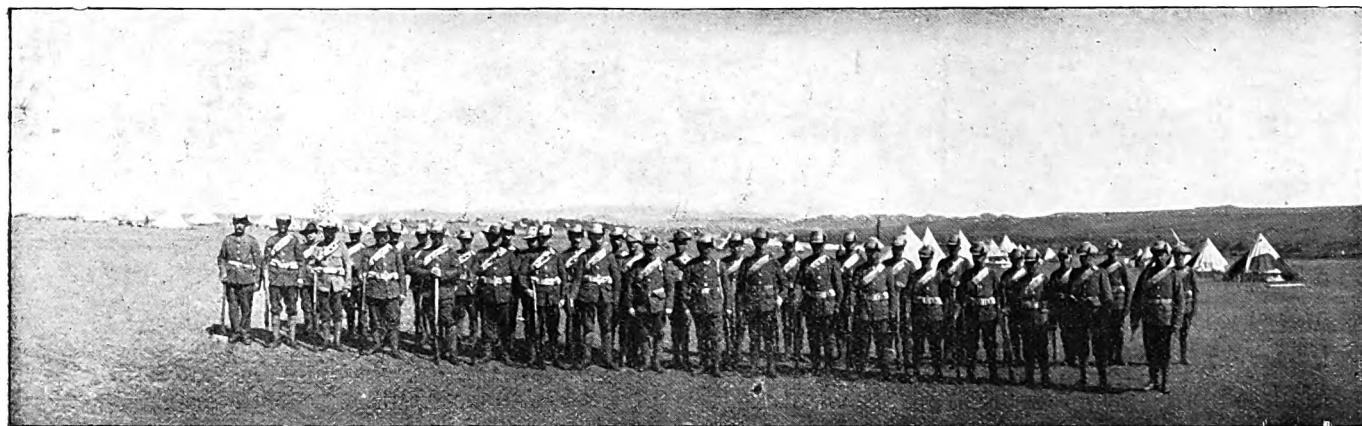
Very early on the morning of the 3rd we were abreast of the Needles and, after being delayed some time owing to the non-arrival of the pilot, steamed through the Solent, up Southampton Water and came alongside the quay, where we at once disembarked and got into the train that carried us to Leicester.

Here we found a great reception awaiting us. The Marquis of Granby (Lord-Lieutenant), Col. Hogarth (Commanding the District), Mr. Edward Wood (Mayor of Leicester), Col. Sarson (Commanding the Volunteer Battalion), and many others too numerous to mention were there to meet us. In the station yard were an escort from the Depot and a Guard of Volunteers; and as we emerged into the London Road the Depot Band and the Volunteer Band fell-in in front and rear of us respectively and played us through the town. The streets through which we passed were packed and thronged with people who cheered and waved and welcomed us back with all their hearts but who, nevertheless, gave us a perfectly clear line through which to pass. The papers say that there were at least 50,000 people there, and I can well believe

it; but, owing to their orderly conduct and the excellent police arrangements made by Mr. Lumley, the Chief Constable, we were not hindered or incommoded in the smallest degree.

On the front steps of the Municipal Buildings a platform, covered with red cloth, had been erected and we formed up on either side of this in Half-Battalion Columns. Lord Granby and the Mayor then addressed us, bidding us welcome home; and Lord Braye, who had also come to meet us, returned thanks on our behalf. Then we filed up one-by-one onto the platform and received our medals from Lord Granby, passing on through the building to the yard at the back where, as each Company was completed, it was formed up and marched off to the Volunteer Drill Hall, accompanied by their Band.

As soon as the whole Battalion was collected, the doors of the Drill Hall were thrown open and we were ushered in to partake of a most excellent and liberal repast provided by Mr. Wood at his own personal expense. As we had none of us been able to get anything to eat since breakfast on board ship, I need scarcely say that every one did ample justice to the good things thus provided, which included not only an ample supply of excellent food but also a bottle of beer and a cigar for every man.



Group of Serjeants.

When the meal was over and the Mayor had been cheered again and again to the echo, we once more filed out onto the Square and, as we did so, Mr. Preston, whom I had occasion to mention at the beginning of my story, again came forward and distributed cigars to the men.

It was nearer 8 than 7 o'clock when, after marching once more through the crowded streets, we got into the train and proceeded to South Wigston. Here a further demonstration awaited us, but our chief desire now was to bring the long day to an end, so we marched rapidly up to the Barracks.

The moment we were inside the gates the work of disembodiment began. Plain clothes were issued; the men changed and handed in their uniforms, arms, &c.; then they received their pay and a pass to take them out of Barracks, so that before midnight the 3rd Battalion of the Leicestershire Regiment had vanished into air.

And just one word for the sake of those misguided people who have an idea that "soldiering" and "drunkenness" are synonymous terms. Although we had been up since 4 a.m.; although we had been most of the day without food; although we had twice marched through the streets of one of the most populous towns in the

Midlands, one way in the dark, and thronged with the friends and relations of the men; although we had been feasted by the Mayor; and although by far the greater number of the men would, as they knew, have to walk back into Leicester that same night in order to get home,—yet not one man was absent; not one man gave the smallest trouble to anybody; not one single man was in the remotest degree under the influence of liquor,—

THEY ALL PLAYED THE GAME!





Group of Corporals.

MEDAL ROLL

OF THE

3rd Battalion, Leicestershire Regiment.

Lieut.-Col. (Hon. Col.) The LORD BRAYE ...	3rd Leicestershire Regt.
Major (Hon. Lieut.-Col.) B. G. HUMFREY ...	"
" " W. H. BROUGHTON	5th Rl. Irish Fusiliers.
Captain P. R. FULLER ...	3rd Leicestershire Regt.
" W. HAWLEY* ...	Portsmth. Divn. R.E.M.
" C. TURNER ...	3rd Leicestershire Regt.
" K. T. STEWART ...	"
" F. R. C. PAGET ...	"
" H. P. CROSS ...	"
" R. H. RADFORD ...	"
Lieut. L. D. INGLEFIELD*	4th South Staffs. Regt.
" the Hon. A. O. CRICHTON*	3rd Gordon Highlanders.
" A. E. BEATTIE*	5th Rl. Irish Fusiliers.
" H. W. MILNE* ...	Sligo Artillery Militia.
" G. M. EVANS ...	3rd Leicestershire Regt.
" J. W. COLLINGTON ...	"
" C. G. EVANS ...	"
" H. H. EMMERSON ...	"
" H. A. F. GORDON ...	"
" C. P. MASON ...	"
" R. D. BURNE ...	"
" W. H. BRYMER ...	"

Adjutant:

Major G. H. P. BURNE.

Medical Officer:

Capt. R. L. LEWIS, R.A.M.C.

Quartermaster:

Hon. Lieut. J. BREACHER.

* Attached for duty.

NOTE.—The following Officers came out to South Africa after the declaration of Peace:

Capt. C. H. D. PALMER; 2nd-Lieut. J. E. COURTHOPE; 2nd-Lieut. A. T. CHRISTIE; 2nd-Lieut. W. JAMES.

MEDAL ROLL—continued.

7956	Private	ADCOCK, E.	655	Serjeant-Major	H. LANGHAM.
3863	"	AGAR, T.	7184	Private	BAUM, F.
5489	Serjeant	ALDRIDGE, E.	9079	Corporal	BEE, W.
7484	Private	ALLEN, G.	8005	Private	BEEBY, A.
8014	"	ALLEN, G.	5241	"	BENFIELD, C.
6627	"	ALLEN, R.	7887	"	BENFORD, A. E.
7834	"	ALLEN, T.	7560	"	BENNETT, W.
6291	"	ALLISON, H.	5152	"	BENTLEY, T.
3669	"	ALMOND, H.	7165	"	BERRINGTON, H.
8124	"	ALLSOPP, A. W.	5409	Drummer	BERRY, F.
8110	Corporal	ARNELL, W. T.	7871	Private	BICKLEY, A.
7748	Private	ARNOLD, E.	6607	"	BIDDLES, C.
7081	"	ARNOLD, E. R.	7958	"	BIDDLES, E.
7732	"	ARNOLD, H.	7354	"	BIGGS, W.
2530	"	ASHBY, C.	8075	"	BILLINGS, T.
6399	Corporal	ASHBY, E.	7919	"	BIRCH, G.
1148	Serjeant	ATKINSON, H.	7525	Lce.-Cor.	BINLEY, F.
7212	Lce.-Cor.	AVINS, T. W.	987	Col.-Sgt.	BIRD, H.
2503	Serjeant	BACHELOR, J.	4961	Lce.-Cor.	BISHOP, J.
7085	Private	BACON, W.	7505	"	BISHOP, R.
6397	"	BAILEY, C.	7509	Private	BLAIR, R.
6707	"	BAINES, A.	8063	"	BLAND, J.
7419	"	BAKER, C.	7651	"	BLOWER, A.
7361	Lce.-Cor.	BAKER, J.	7283	"	BLOWER, S.
7400	Private	BAKER, W. F.	4767	"	BODYCOTT, W.
1411	"	BALL, J. G.	8047	"	BOLTON, W.
7697	"	BALL, S. A.	6464	"	BOND, H.
7449	"	BARRATT, J. T.	3805	Serjeant	BOTT, J. W.
8084	Lce.-Cor.	BARBER, O. J.	4066	"	BOULTER, W.
7889	Private	BARROWCLIFFE, G.	3067	Private	BOULTON, W.
7920	"	BARRS, T.	8069	"	BOWLEY, P.
7028	"	BASSETT, E.*	7428	"	BOWN, J.
7717	"	BATEMAN, J. W.	7426	"	BRADBURY, A. E.
7776	"	BATTISON, G. H.	6994	"	BRADFORD, H.
			6865	Serjeant	BRADLEY, J.

* Died at Burghersdorp, 2nd May, 1902.

MEDAL ROLL—continued.

7243	Lce.-Cor.	BRAMLEY, T. P.	7209	Private	CHAMBERLAIN, A.
7594	Private	BRAZIER, W.	7829	"	CHAMBERLAIN, T.
6661	"	BREWARD, J.	7542	"	CHAMBERLAIN, W.
8111	"	BROAD, W.	8042	"	CHAMBERS, F.
7852	"	BROOKS, W.	7290	"	CHAMBERS, G.
8041	"	BROMBLEY, A.	5599	"	CHAMBERS, T.
8052	"	BROUGHTON, A.	6154	Serjeant	CHAPMAN, H.
6966	"	BROWN, G.	7451	Private	CHARLES, R.
8035	"	BROWN, W.	4579	"	CHERRY, H.
6849	Lce.-Cor.	BUCKBY, A.	7848	Drummer	CHETTLE, G.
7371	Private	BUCKLEY, G.	7961	Private	CLARKE, A.
7190	"	BULL, A.	6557	Corporal	CLARKE, J.
7996	Lce.-Cor.	BULL, J. J.	1901	Private	CLARKE, R.
7259	Private	BULL, W.	8028	"	CLARKE, W. H.
7191	Lce.-Cor.	BURGESS, W.	8032	"	CLARKE, W.
8107	Private	BURKE, F.	3835	Corporal	CLAYTON, W.
7658	"	BURTON, F. B.	3599	Private	CLEWLOW, H.
7805	"	BUKTON, G.	6959	"	CLIFTON, E.
7386	"	BURTON, W.	2684	Qmr.-Srjt.	CLOVER, W. C.
6825	"	BUSTIN, W. H.	7913	Private	COATES, T. H.
4238	Corporal	BUSWELL, D.	6121	Lce.-Cor.	COLMAN, J.
4738	Private	BUSWELL, W.	7586	Private	COLEMAN, W.
7699	"	BUTLER, C.	7768	"	COLEMAN, W. E.
8072	"	BUTTON, W. H.	7762	"	COLES, A. J.
5238	"	CALCUTT, A. A.	7434	"	COLLIDGE, W.
8168	"	CALDWELL, C.*	7061	"	COLLINGS, H.
4098	"	CALVERT, T.	773	Serjeant	COLLINS, J.
7623	"	CAMPION, J. W.	7536	Private	CONNOR, A.
244	Col.-Srjt.	CANTRILL, W.	7251	Lce.-Cor.	COOKE, A.
8118	Sergeant	CAPEWELL, H.	7006	"	COOPER, F.
7993	Private	CARR, W.	7690	Private	COOPER, H.
3828	"	CARROLL, J.	7189	"	COOPER, J.
7985	Lce.-Cor.	CASTLE, G.	3686	"	COWELL, H.
6232	Corporal	CASWELL, W.	8026	"	Cox, G.
8057	Private	CAUNT, W. H.	6919	"	Cox, P.

* Took his discharge in South Africa.

MEDAL ROLL—continued.

7767	Private	Cox, W.*	1369	Col.-Srjt.	FAGENCE, J.
7879	"	COXALL, J. W.	6093	Private	FAIRALL, G. H.
7492	"	CRAMPHORN, J.	7928	"	FARMER, G.
7751	"	CRICK, J.	8043	"	FARMER, H.
8154	"	CROWTHER, J.	8046	"	FIELDING, J.
7379	"	CURRALL, S.	7347	"	FINDLEY, F.
6993	"	CURRY, W.	7950	"	FIRTH, J. H.
7482	"	DAINTY, J.	7791	"	FITCH, J. H.
7491	"	DAINTY, W.	616	"	FLINT, R.
7280	"	DALBY, E.	7195	"	FOOD, W.
8038	"	DALBY, W.	7375	"	FOLLOWS, C.
6978	"	DARCY, C.	7677	"	FOLLOWS, R.
7998	"	DAVEY, W.	7673	"	FORD, H. A.
7675	"	DAVIDSON, W.	9327	Serjeant	FORKNALL, T.
6962	"	DAVIS, J. A.	7936	Private	FOSTER, E.
611	Col.-Srjt.	DAVIS, S.	7971	"	FOSTER, J. C.
5168	Private	DAVIS, W.	7444	"	FOWKES, E.
5552	"	DAWS, T.	7882	"	FOWLDS, E.
7644	"	DEACON, W.	7001	Lie.-Cor.	FOX, T.
6247	Serjeant	DELANTY, T.	7089	Private	FREESTONE, J.
3499	Private	DENNING, E.	4611	"	FROST, G. F.
7113	"	DEXTER, W.	6340	"	GALE, J.
7470	"	DILKS, F.	8149	"	GALLAGHAN, J.
4602	Serjeant	DORMAN, J.	7639	"	GARNER, J.
7938	Private	DRAPER, F. C.	1375	Serjeant	GATEN, J. W.
7385	"	DURRANCE, E. L.	7204	Private	GEE, W.
6781	Corporal	EATO, C.	5564	Serjeant	GEORGE, W.
8018	Private	EATON, T.	6959	"	GILBERT, G.
6730	"	EDWARDS, E.	6775	"	GILBERT, H.
7892	"	EDWARDS, W.	7501	Private	GILBERT, H.
7420	"	ELLIS, J.	7688	"	GILBERT, T.
7575	"	ELSON, J.	8078	"	GILL, F.
7581	"	ESSEX, C.	7107	"	GIMSON, W.
5791	"	EVANS, J.	6973	"	GINNS, A.
6997	"	EVANS, W.	* 7217	"	GLOVER, A.

* Died on the voyage home, 1st October, 1902.

MEDAL ROLL—continued.

7248	Serjeant	GLOVER, H.*	6635	Private	HICKLEY, S.
6952	Private	GOADBY, H.	7873	"	HICKSON, W. G.
8006	"	GOLDSMITH, A.	7854	"	HILL, A.
7944	"	GOODMAN, A.	3933	"	HILL, J.
7990	"	GORDON, W.	7227	"	HILL, J. H.
7215	"	GRAIN, I.	7650	"	HILL, W. E.
2056	Serjeant	GRANT, A.	8015	"	HILL, W. T.
6289	Private	GREAVES, E.	1375	Corporal	HIPWELL, H.
7604	"	GREEN, G.	7034	Private	HOBSON, H.
7712	"	GREEN, J.	7707	"	HODGES, A.
8129	"	GREEN, J.	3235	"	HOLLAND, G.
8040	"	GREET, A.	4898	"	HOLLAND, H.
7456	"	GRETTON, T.	6733	Serjeant	HOLLAND, J. W.
7907	"	GRIFFIN, E.	7585	Private	HOLLAND, W.
7429	"	GROVES, F.	6645	"	HOLMES, A.
5529	Serjeant	GRUNDY, S. A.†	7411	"	HOLT, W.
7927	Corporal	HACKETT, F.	8074	"	HOLYOAK, W.
7293	Lce.-Cor.	HADDON, T.	6643	Lce.-Sgt.	HOOD, T.
7557	Private	HALL, J.	7865	Private	HOPKINS, H. H.
4895	Drummer	HALL, S. A.	7087	"	HORNER, A.
6951	Private	HALSE, J. J.	2312	Serjeant	HORNER, E. J.
6383	Corporal	HANCOCK, J. W.	7316	Corporal	HULL, A.
7667	Private	HANCOCK, T. A.	7940	Private	HULL, J. W.
6724	Corporal	HAND, R.	7111	"	HUNT, J.
6963	"	HANSON, G.	7682	"	HUNT, W.
8049	Private	HARDING, G.	7680	"	HURST, F.
7995	"	HARRISON, D.	6875	Lce.-Sgt.	HURT, A.†
3205	Serjeant	HARKHORNE, C.	7698	Private	INNOCENT, W.
7541	Lce.-Cor.	HARVEY, A.†	7395	"	ISAACS, S.
5672	Private	HARVEY, C.	7222	Serjeant	JACQUES, T.
1275	"	HATFIELD, R.	7216	Private	JAMES, S.
7029	Corporal	HELPS, W.	5298	Sgt.-Dr.	JAMESON, G.
3963	Serjeant	HERBERT, I.	7883	Private	JARVIS, E.
2569	Private	HERBERT, J. E.	7997	"	JARVIS, J.

* Took his discharge in South Africa 8th September, 1902.

† 1st September, 1902.

" 17th August, 1902.

MEDAL ROLL—continued.

6899	Serjeant	JELLY, R.	6932	Private	LANE, H.
7471	Private	JEVES, J. E.	7633	"	LANHAM, C.
6810	Corporal	JINKS, W.	7598	"	LEADER, J. T.
7885	Private	JOHNSON, A.	8023	"	LEDGER, R.
165	"	JOHNSON, A.	7930	"	LEE, D.
7230	"	JOHNSON, F.	7895	"	LEESON, W.
7783	"	JOHNSON, G. H.	7759	"	LESTER, J. E.
7552	"	JOHNSON, J.	7268	"	LIGGINGS, T.
7435	"	JOHNSON, P.	1868	Col.-Srjt.	LILLEY, C.
7270	"	JOHNSON, R.	6603	Private	LILLYMAN, J.
7841	"	JOHNSON, W.	7951	"	LOVELL, H.
5832	Serjeant	JOHNSON, W.	6371	Serjeant	MAISEY, B. L.
8022	Private	JONES, A.	6748	Drummer	MAISEY, H. L.
6833	Lce.-Cor.	JONES, J. W.	7329	Private	MANN, W.
7838	Private	JONES, H.	7713	"	MANSHIP, J.
6176	"	KAY, H.	8123	"	MARLING, F.
7763	"	KELLETT, J. W.	6975	"	MARLOW, W.
4960	"	KELLY, J.	6819	"	MARRIOT, J.
2987	Serjeant	KELLY, J.	2615	Serjeant	MARSH, J.
8000	Private	KEMP, G.	8125	Private	MARSDEN, H.
8105	"	KENNEDY, C.	6593	"	MARSON, E.
7824	"	KENNEY, H.	7327	"	MARSON, J. T.
7176	Corporal	KENNEY, H.	6701	"	MARTIN, D.
6412	"	KERROD, E. J.	7808	"	MARTIN, D. W.
5532	Private	KERSHAW, C.	7656	"	MARTIN, H.
7628	"	KILSBY, G.	7442	"	MARTIN, T. E.
7468	"	KIMBER, J. T.	4705	"	MARTIN, W.
6857	Drummer	KINCH, S. R.	8058	"	MASON, A. L.
6068	Lce.-Srjt.	KING, G.	7101	"	MASON, F.
8094	"	KIRBY, R.	7737	"	MASON, J. B.
8033	Corporal	KIRK, H.*	7794	"	MASON, T.
6410	Private	KIRKBY, E.	6250	Drummer	MATTHEWS, G.
7565	"	LAKIN, A.	7595	Private	MATTSON, W.
7481	"	LAMBERT, W. E.	6558	"	MAWBY, N. †

* Took his discharge in South Africa, 6th August, 1902.

† Died at Aliwal North, 7th August, 1902.

MEDAL ROLL—continued.

7344	Private	MAWBY, S.	7830	Private	OSBORN, F.
7700	"	MCDONALD, A.	7851	"	OSWIN, A.
5287	"	MCGARRY, C.	787	Col.-Sjt.	OVERTON, A.
8051	"	MCGARRY, W.	7617	Lce.-Cor.	PAGE, T. W.
6562	Drummer	MCINERNEY, F. E.	7899	"	PAIN, B.
9735	Lce.-Cor.	MCLEAN, T.	4755	Private	PALMER, F.
1439	Sjt.-I.-M.	MCLEOD, R. E.	7477	"	PALMER, G. H.
7124	Private	MEAKIN, J. W.	7703	"	PARSONS, F.
4480	"	MEASURES, J. T.	7857	"	PARTRIDGE, E.
7752	"	MEDHURST, H.	7208	Corporal	PAYNE, H.
4164	"	MILLS, T.	6942	"	PAWLEY, W.
8128	Lce.-Cor.	MITCHELL, J.	7238	Private	PEEL, F.
793	Col.-Sjt.	MITTON, H.	6665	"	PENDEGAST, T.
3166	Private	MOORE, G.	7323	"	PEPPER, J.
7307	"	MORGAN, J.	7267	"	PERCIVAL, A.
6199	Corporal	MORRIS, A.	7645	"	PERKINS, A.
6826	Private	MORRIS, J.	7727	"	PETTIPHER, J. R.
7604	"	MORRIS, W.	7554	"	PETTY, G.
7256	"	MORTON, A.	7790	"	PHILLIPS, A.
7846	"	MORTON, F.	7733	"	PHILLIPS, C.
7466	"	MUNNS, W.	8054	"	PHIPPS, H.
3873	"	MURPHY, J.	7562	"	PICKERING, F.
8108	"	MURPHY, W.	6669	Corporal	PIKE, G.
6714	"	NEAT, G.	6505	Private	POPPE, P.
7333	"	NEEDHAM, C. G.	8002	"	POSNETT, H.
7527	"	NEWBOLD, A.	7120	"	POSTLES, F.
8112	Corporal	NEWITT, W.	7606	"	POTTER, S.
7683	Private	NEWTON, M.	6989	"	POTTER, W.
7402	"	NIGHTINGALE, T.	7826	"	POWER, J.
6794	"	NORMAN, A.	7164	Corporal	PRESTON, F.
7599	"	NORTHERN, F.	7167	Lce.-Cor.	PRESTON, T.
7119	"	NORTON, H.	7104	Private	PRIEST, C.
4716	"	NORTON, J.	6704	"	PUGH, C.
7467	"	NORTON, W.	9431	"	PYM, J.*
7943	"	OFIELD, H.	1001	Drummer	QUILLEY, S. W.

* Took his discharge in South Africa, 18th August, 1902.

MEDAL ROLL—continued.

8102	Serjeant	QUINN, E.	7939	Private	SHEFFIELD, W. H.
7810	Private	RADFORD, C.	7311	Lce.-Cor.	SHENTON, F.
604	1st Class		7898	Private	SHEPHERD, G. O.
	Arm.-Sjt.	RAFFERTY, M.	7614	"	SHEPHERD, J.
6921	Private	RANDELL, W. H.	7619	"	SHEPPARD, A.
7638	"	RATCLIFFE, A.	7603	"	SHEPPARD, F.
4746	Serjeant	RAYNOR, C.*	8121	"	SHEPPARDSON, W.
7294	Private	READ, J.	1110	Col.-Sjt.	SHIPLEY, J.
7926	"	REDMILE, W.†	6193	Corporal	SHIPMAN, W. G.
7948	"	REED, F. W.	4192	"	SHIRLEY, W.
7818	"	REID, A.	7408	Private	SHORT, A. G.
7593	"	REYNOLDS, G.	7116	"	SHUTTLEWOOD, E.
7815	"	REYNOLDS, H.	7635	"	SHUTTLEWOOD, W.
9565	"	REYNOLDS, W.	7154	"	SIDDONS, S.
7551	"	RICHARDS, A.	6958	"	SIMPSON, T.
7601	"	RICHARDSON, E.	7229	"	SKELSON, A.
7446	"	RICHARDSON, H.	7793	"	SLACK, A.
7480	"	RIDLEY, J. W.	7250	"	SMALLEY, C.
7864	"	RILEY, H.	7304	"	SMALLEY, J.
7886	"	ROBERTS, A.	3003	"	SMALLEY, J.
7134	"	ROBERTSON, J. H.	6908	Serjeant	SMITH, A.
7260	"	ROBINSON, J.	8053	Private	SMITH, E.
7473	Lce.-Cor.	ROBINSON, H.	4656	"	SMITH, F.
7438	Private	RODGERS, A.	7362	"	SMITH, H.
6979	"	ROE, H. W.	8036	"	SMITH, J.
7809	"	ROGERS, N.	3801	Corporal	SMITH, R.
7592	"	ROSSELL, T.	5003	Private	SMITH, S.
6525	Corporal	ROSSILL, J.	7764	"	SMITH, T.
6444	Serjeant	RYAN, M.	5630	"	SMITH, W.
7417	Private	SANDERS, G. H.	6139	"	SMITH, W.
7632	"	SANGER, L.	1304	Col.-Sjt.	SNOOK, G.
7561	"	SHARPE, C. A.	7520	Private	SOUTHAM, R.
3156	"	SHARPE, W.	6949	"	SPENCEK, C. E.
7960	"	SHEEHAN, W.	8056	"	SPIRIR, W.

* Took his discharge in South Africa, 1st September, 1902.

† Died at Aliwal North, 14th September, 1902.

MEDAL ROLL—continued.

7537	Private	STAINES, J. H.	7798	Private	WAKEFIELD, C. W.
6869	"	STEVENSON, J.	6400	"	WALE, G.
1037	"	STEVENSON, R.	6581	Corporal	WALE, W.
7515	"	SUTTON, J.	8030	Private	WALLACE, A.
7844	"	SWAIN, F.	4706	"	WALLACE, S.
7957	"	SILVESTER, J.	4816	"	WARD, A.
7786	"	TAYLOR, F.	7880	"	WARD, E.
6751	"	TAYLOR, H.	7710	"	WARD, F.
6702	"	TAYLOR, J.	7166	"	WARD, H.
7760	"	TAYLOR, J.	5888	Lce.-Cor.	WARD, J.
6738	"	TAYLOR, W.	6353	Corporal	WARNER, J. H.
7655	"	TEAGLE, C. E.	6056	Private	WARNER, W.
7611	"	TESTER, F.	6983	"	WATSON, G.
1877	Serjeant	THOMAS, W.	8109	"	WATTS, J.
8077	Private	THOMPSON, G.	6338	"	WELDON, T.
7199	Lce.-Cor.	THOMPSON, R. A.	6459	"	WELCH, C.
8127	Private	THORNTON, W.	6253	"	WELSH, L.
7758	"	TIGHE, J.	3394	"	WELSH, L.
6767	"	TILLEY, A.	7506	"	WEST, J.
6761	"	TIMSON, A.	8007	"	WEST, P.
6762	"	TITMAS, F. W.	7339	"	WESTBURY, G.
7391	"	TOLLEY, G. H.	6695	Corporal	WESTON, J. A.
8062	"	TOWNSEND, T. W.	6271	Private	WESTON, A.
7602	"	TOWNSEND, W.	7780	"	WESTON, H.
8137	"	TOWNSEND, W.	7615	"	WESTON, J. W.
7962	"	TUFT, H. J.	8061	"	WESTON, W.
9276	"	TWIGGS, E.	7177	"	WHATSIZ, A.
4907	Corporal	TYERS, C.	8088	"	WHEAT, W.
7147	Private	UNDERWOOD, B.	6928	"	WILEBORE, W.
7612	"	UNDERWOOD, W.	8024	"	WILSON, C.
8045	"	UNDERWOOD, F.	8044	"	WILSON, J.
7096	"	VANN, W.*	8011	"	WINSTON, W. G.
7607	"	VAUGHAN, W.	7068	Lce.-Cor.	WINTERTON, H.
6363	Corporal	Voss, J.	7387	Private	WINTERTON, G.
7973	Private	WAGSTAFFE, G.	2154	Drummer	WOOD, E.

* Died at Aliwal North, 21st May, 1902.

MEDAL ROLL—continued.

1509	Serjeant	Wood, F. S.	6759	Lce.-Cor.	WRIGHT, F.
2708	Private	Wood, H.	7974	Private	WRIGHT, S.
7345	"	Wood, W.	7980	"	WRIGHT, T.
6750	Lce.-Cor.	Worley, W.	7725	"	WYATT, J.
8091	Corporal	Worrall, H. A.	7744	"	YATES, J.
7514	Private	Worth, A.	2696	Serjeant	YEOMANS, C.
6790	Drummer	Wright, A.	7982	Private	YOUNG, D.



